

CRD



Galiano Island Community School

Final Report
2024-2025



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Key Partners

CRD, Regional Planning and Transportation Division – Facilitate and project manage the RSR program.

Ministry of Transportation and Transit (MoTT) – Jurisdictional owner of 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 on safety improvements.

CRD, Electoral Area Services, Southern Gulf Islands (SGI) – Jurisdictional owner of trails. Provide direction and administrative support to GIPRC, assist in Action Plan development, evaluate and consider proposed solutions, support or undertake implementation and follow up regarding safety improvements.

Galiano Island Parks and Recreation Commission (GIPRC) – Provide local knowledge about the Sturdies Bay Trail, assist in Action Plan development, evaluate proposed solutions and implement 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.

Royal Canadian Mounted Police (RCMP) – 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.

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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

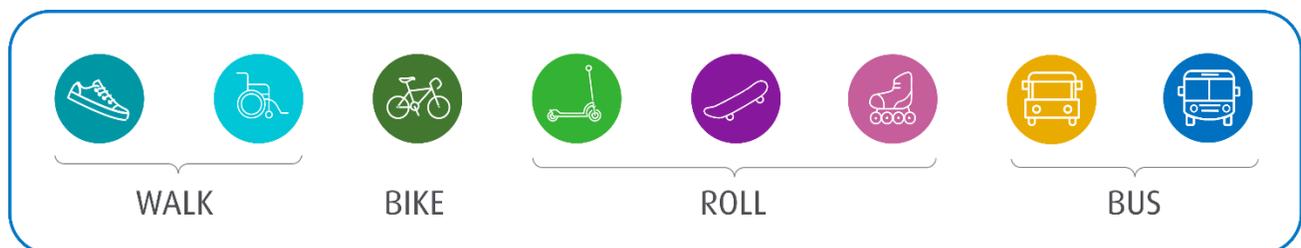


Galiano Community School

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



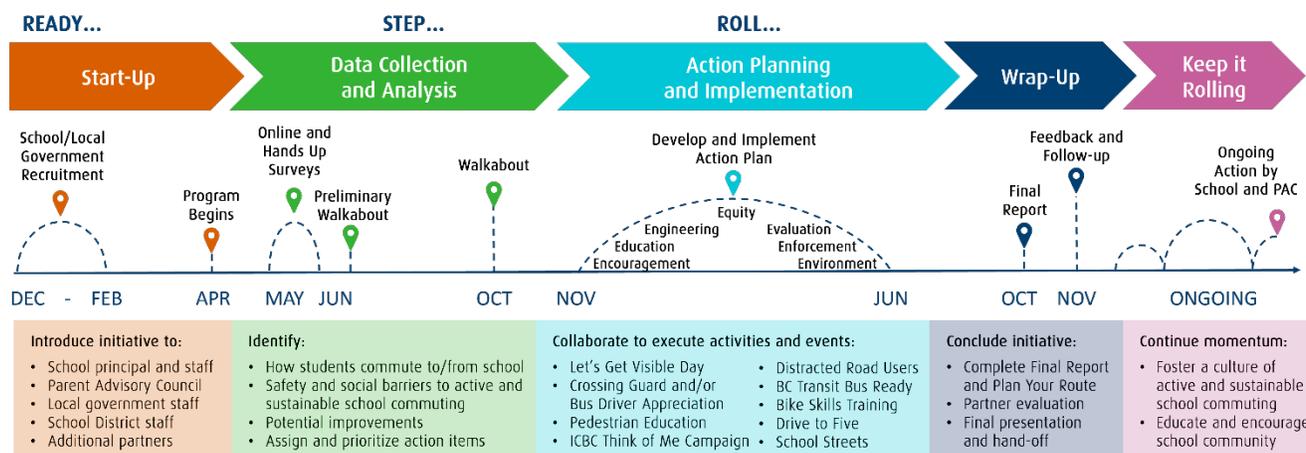
Ready Step Roll works annually with up to five school communities. The overall goal is to improve safety, accessibility, convenience and comfort so that more students, families and staff can choose to walk, roll, take the bus, or carpool as a desirable option to and from school more often.

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

Galiano Community School

- **Address** – 1290 Sturdies Bay Rd, Galiano Island, BC
- **Start time** – 8:45 am (Monday - Thursday)
- **End time** – 3:27 pm (Monday - Thursday)
- **Grades** – Kindergarten to Grade 7
- **Student Population** – 57 (2024)
- **School District** – SD 64
- **Local Government** – CRD, Electoral Area Services (Southern Gulf Islands)



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 Galiano Community School (Galiano), 32 School Commute Surveys were completed, representing 50/57 students and a response rate of 88%.

Mode Share

The most common mode for the Galiano Community School commute is students being driven to and from, at 55% and 45% respectively. Taking the school bus is the second most common at 38% to school and 45% home from school (*Figure 2*). Results indicate that 4%/7% of respondents walk to/from school and 4% roll. No respondents typically bike or carpool for their school commute.

Commute Preferences

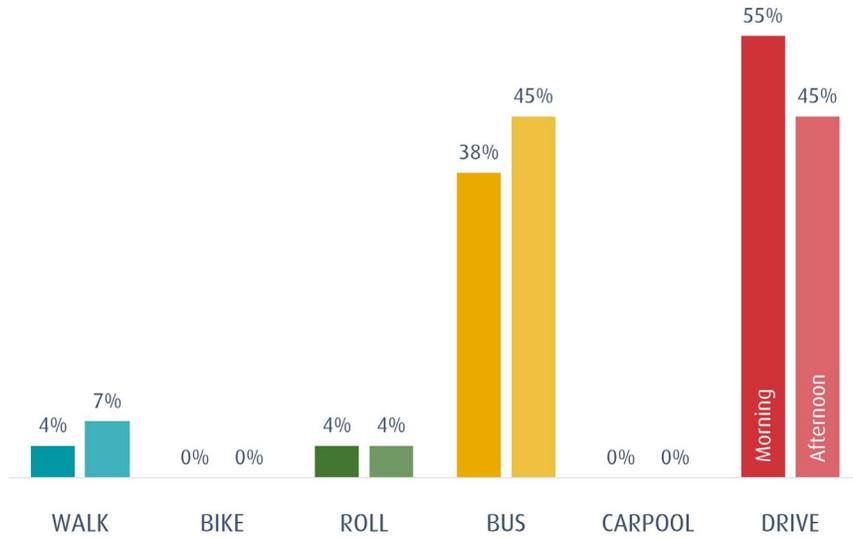
There is quite a significant difference between how respondents typically commute to school and how they would prefer to (*Figure 2 vs. Figure 3*). For example, results show that only 14% of respondents would prefer to drive to school and only 7% home from school (. Preference for taking the school bus to/from school is consistent with current use (39%/46%). There is significant desire to bike to and from school, at 29%, though no respondents typically commute by bike. A total of 47% of respondents would prefer to commute using active modes of transportation. Overall, survey responses show great potential and opportunity for considerable mode shift at Galiano, away from driving towards walking, cycling, and rolling, with bussing remaining equal.

Barriers

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

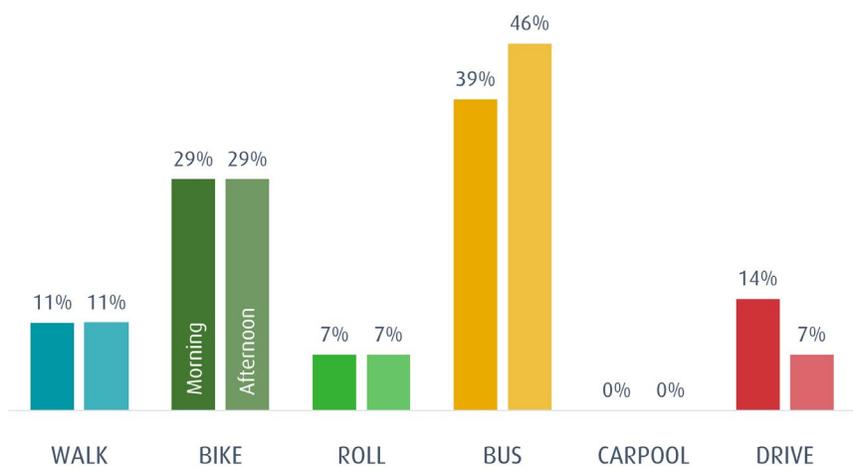
- | | | |
|----|--|----------------------|
| 1. | Convenience - out of school care, activities, work, etc. | 56% (18 respondents) |
| 2. | Age - student is too young to travel alone/no one to accompany | 31% (10 respondents) |
| 3. | Road safety concerns – intersections, shoulder, traffic | 28% (9 respondents) |
| 4. | School bus timing is not convenient/suitable | 25% (8 respondents) |
| 5. | Weather/Season | 22% (7 respondents) |

Figure 2: How students typically get to and from school



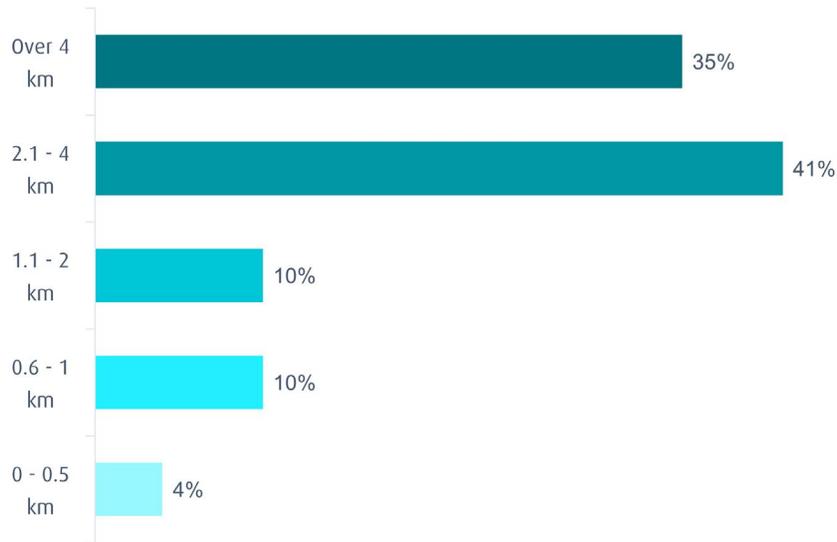
About half of Galiano Island Community School respondents are typically driven to/from school (55%/45% respectively). A significant proportion of respondents take the school bus to/from school (38%/45%). Another 4%/7% of respondents walk to/from school and 4% roll. No respondents typically bike or carpool for their school commute.

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



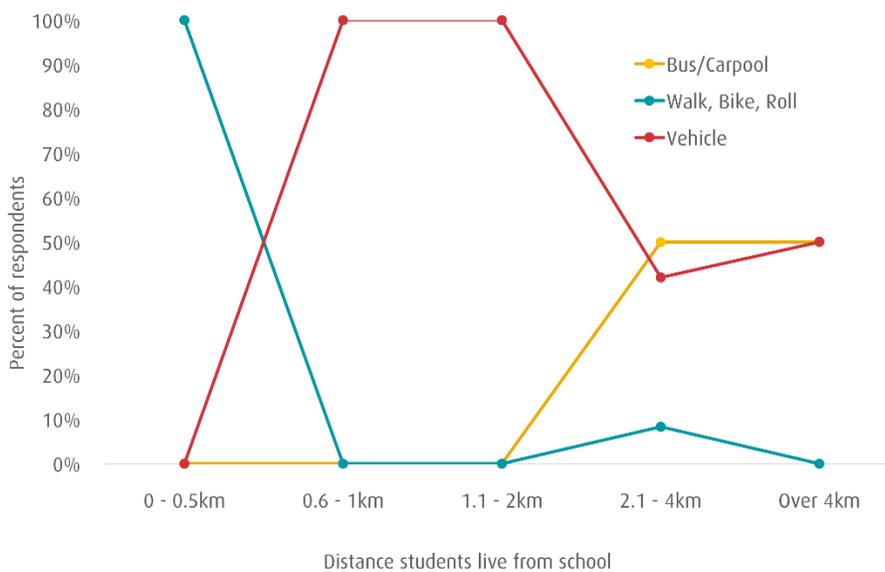
47%/47% of respondents reported a preference to use active transportation to/from Galiano Island Community School. Results indicate a significant desired shift away from being driven and a growing preference to active modes. There is significant reported preference to bike at 29%, up from 0% currently biking. There is also a notable preference to walk to/from school at 11%.

Figure 4: Distance students live from school



Given the size and shape of Galiano Island, the distance between home and school varies significantly for families living in the north or south ends. 41% of respondents live 2.1 – 4 km from school, while 35% live more than 4 km away. 14% of respondents live within 1 km of school. Another 10% are between 1.1-2 km from school.

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



All respondents that live 0.5 km or less away from school either walk or roll to school. In stark contrast, all respondents that live 0.6-1 km and 1.1-2 km away from school drive to/from school. Those living more than 2.1 km from school either drive or take the school bus for their school commute regularly.

Top Motivating Factors

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

- | | | |
|----|--|----------------------|
| 1. | Building student confidence, independence and capabilities | 59% (19 respondents) |
| 2. | Supporting climate action by reducing travel in our personal vehicle | 47% (15 respondents) |
| 3. | Spending more time outside | 44% (14 respondents) |
| 4. | Improving physical and mental health | 41% (13 respondents) |
| 5. | Avoiding stress from traffic congestion/parking | 19% (6 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 were provided with pedestrian, cycling and/or bus education | 34% (11 respondents) |
| 1. | They had other students to commute with | 34% (11 respondents) |
| 3. | Outdoor supervision provided before and after school | 19% (6 respondents) |
| 3. | Improved and/or more inclusive school bus routing | 19% (6 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. | Walking trails/shoulders – continuous routes | 59% (19 respondents) |
| 1. | Walking trails/shoulders – improved separation/buffer | 59% (19 respondents) |
| 3. | Marked pedestrian crosswalks | 34% (11 respondents) |
| 4. | Traffic calming to improve driver behaviour | 16% (5 respondents) |
| 4. | Alternative drop off/pick up locations where students can walk part-way | 16% (5 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 – continuous routes | 63% (20 respondents) |
| 2. | Bike lanes/trails – improved separation/buffer from vehicles | 53% (17 respondents) |
| 3. | Marked crossings for cyclists | 28% (9 respondents) |
| 4. | Traffic calming to improve driver behaviour | 19% (6 respondents) |
| 5. | Bike Parking – secure and/or covered at the school | 14% (4 respondents) |

Action Planning

Development

Data and insight captured through RSR consultation informs the development of an Action Plan (*Appendix C*). CRD staff share the 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 Galiano Island Community School, partners included school staff, PAC, students, the CRD, the Ministry of Transportation and Transit, Galiano Island Parks and Recreation Commission, RCMP – Outer Gulf Islands, ICBC, and Capital Bike. Roles included facilitation, evaluation, 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 Galiano'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 during the RSR program year:

- Built a covered bike shelter and installed it at the back of the school.

- Installed delineators in school driveway to better define the Sturdies Bay Trail pathway.
- GIPRC advocated to MoTT to address SBT safety concerns at Murchison Cove.
- MoTT conducted traffic (speed and vehicle size) data collection.
- MoTT painted temporary white line on road at Murchison Cove to identify Sturdies Bay Trail (SBT)
- GIPRC applied for external funding to undertake actions identified where SBT leads to school along Sturdies Bay Rd. CRD submitted a letter of support for the grant application.
- Centerline painted by MoTT on Porlier Pass Rd at the Ambulance Station.
- MoTT completed drainage improvements on Gardner Rd between school exit and Sturdies Bay Rd.
- CRD-RSR staff reported correct speed limits to Google Maps for all main roads.
- Hosted a Let's Get Visible Day at the school. CRD gave free high-quality reflective strips to students and staff to put on their gear and apparel for pedestrian/cyclist safety. Key messages were reiterated to educate students and families about the importance of being bright and visible to other road users, especially in the darker months of the year.
- Hosted a School Bus Driver Appreciation Day in February with coffee gift cards from the CRD and thank you postcards personalized by the students.
- CRD-RSR and ICBC staff provided pedestrian safety education to all classes in coordination with ICBC's Think of Me Program in April 2025.
- Selected the top 5 *Think of Me* postcards and enlarged them on corrugated plastic to be displayed in the school zone as a reminder to drivers to watch for children and practice safe driving behaviours.
- Distributed 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.
- Provided *Plan Your Route* map brochure to educate the 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).

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

- Provide in-school cycling skills training to all classes via Capital Bike (Spring 2026).
- School property active transportation access and safety improvements to be implemented by the school/School District 64, along with Sturdy Bay Trail improvements by GIPRC.
- Follow up on whether correct speed limit is showing on Google maps and investigate how to request corrections on other navigational maps.
- Install five enlarged *Think of Me* postcards (courtesy of ICBC) along school frontage to increase visibility of the school zone and remind drivers to look out for children and practice safe driving behaviours.
- RCMP to hand out student artwork postcards at a school zone campaign or while enforcing traffic violations on the island.

- GIPRC to continue to apply for external funding to undertake actions identified where Sturdies Bay Trail (SBT) runs through school site and near school (TBD and on going).
- MoTT to install proper reflective line at Murchison Cove (over the temporary white line).
- MoTT and GIPRC to continue to work together to find a safer and more comfortable retrofit to the stretch of SBT that was changed by MoTT’s emergency road works following the 2021 winter storm.

Keep it Rolling!

Next Steps

Galiano Community School’s participation in the RSR program culminates when CRD staff present at a Fall 2025 PAC meeting. The report is provided to the school and is 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 Galiano Community 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 and encouragement events, activities and initiatives 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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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 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.

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



Tips for Success

- ✓ Use the Sturdies Bay Trail when possible. When walking along the shoulder of roadways, walk single file facing traffic so that you can see approaching vehicles and they can see you. Make eye contact.
- ✓ Be alert and visible. Wear bright and/or reflective gear when walking or cycling. Use lights on your body and bicycles.
- ✓ Practice your route together to build your confidence and independence. Identify any potential concerns and address them.
- ✓ Share your experiences, check in regularly and make adjustments to optimize safety and comfort.
- ✓ Invite neighbours and friends to join you along the way or establish meet up spots and go part-way to school together!
- ✓ Avoid shortcuts through parking lots or around parked cars. Vehicles have front, back, and side blind spots. The larger the vehicle, the larger its blind spots.



Questions?

Contact your PAC, Principal or
CRD Regional Planning & Transportation
transportation@crd.bc.ca

www.crd.ca/ready

Plan Your Route Galiano Community 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 GALIANO COMMUNITY 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 pedestrian 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. For example, cross where there is a stop sign, an intersection or where there are clear sightlines. Always choose the shortest distance to get to the other side of the roadway.

Legend

-  One-directional stop sign
-  Watch for pedestrians on shoulder
-  Bicycle Rack
-  Pedestrian School Access Point
-  Pedestrian Trail
-  School Zone sign
-  School Zone 30 km/hr
-  Drop-off zone; stopping permitted



Did you know?

a child's walk pace is about 8 mins per 500 metres

READY STEP ROLL

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** 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 children 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.

Choose sidewalks, paths or trails 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.

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
1.0	School Property					
1.1	Entrance to School Driveway at Sturdies Bay Rd.	<ul style="list-style-type: none"> - Drivers speeding. - Lack of awareness of school being there. From the road, library sign is much more prominent than the school sign. 	- Consider moving school name sign to be more visible to drivers, like Galiano Library sign (closer to the road) and perhaps differentiate from activity centre.	SD 64/school	Engineering	TBD if/when funding permits
1.2	Sturdies Bay Trailhead Entrance to school driveway	<ul style="list-style-type: none"> - As pedestrians, the lack of separation between roadway and trail is a safety concern. - Traffic cuts the corner atop the trail. - Pedestrians walking along Sturdies Bay Trail (parallel to Sturdies Bay Rd.) enter school driveway where SBT parallels driveway up to the school – at driveway entrance SBT is not separated from drivers turning into driveway. 	1. Where the Sturdies Bay Trail (SBT) meets the school driveway instal two or three tall high-vis flexible delineators into the driveway pavement (near edge) to help define the separated walking path and dissuade drivers from cutting corners as they turn into the driveway. These would also slow drivers. (High Priority). – school has requested SD.	SD64/school in cooperation with GIPRC	Engineering	TBD
			2. Consider shaving down the stump that is currently pinching the trail entrance to school to address tripping hazard. Do not remove stump as that would cause unnecessary ground disturbance.	GIPRC	Engineering	TBD
			3. Consider moving existing SBT sign from the tree and mount it on an existing post or consider adding a trail marker at the end of neighbour's driveway to guide pedestrians back onto the trail and so that drivers expect pedestrians to join the shoulder.	GIPRC	Engineering	TBD
1.3	Sturdies Bay Trail adjacent to school driveway	- The midsection is currently defined by wooden rail and the wood is decaying.	- assess ground level wood railing for replacement (with materials GIPRC sees fit) to better define path. (Low Priority)	GIPRC	Engineering	TBD
1.4	School driveway upper section to school	<ul style="list-style-type: none"> - Speeding a concern. - Other users of the shared property (activity center/library) not always respecting the school driveway/school parking lot/speed restrictions. 	- Consider adding students' artwork to existing signposts to remind drivers to slow down	School	Engineering	TBD
			- Define/delineate safe walking area with permanent tall flexible delineators (to replace existing small pylons) to prevent drivers from parking on student walkway. (High Priority).	SD 64/School	Encouragement	Completed

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
	NOTE: This upper section (top of driveway and parking lot) is a break in the SBT and is thus School/SD jurisdiction.	- When the wooden railing ends, the trail is no longer defined from shoulder of driveway, so drivers drive and park on walking area.	- Adding “wrong way” sign at top of driveway for drivers trying to exit down to Sturdies Bay Rd. from school parking lot. The one that exists is attached to the building and not regulatory. - Include all of above in Plan Your Route Map.	SD64/School CRD-RSR		Ordered Fall 2025
1.5	School/Library/Activity Center driveway and parking lot	- Pedestrian, driving route and parking spaces are not well-defined along the drop loop, leading to safety concerns and confusion. - Drivers sometimes exit the library/activity center in the wrong direction. - Fire lane sometimes blocked by vehicles.	- Bi-annually refresh signs and pavement paint to make clear that there is no parking/stopping is on right side where the fire lane is painted. - Include in Plan Your Route to School Map - School and library to communicate to drivers about importance of one-way road and keeping the fire lane clear for safety of all.	SD64/School CRD-RSR School/Library	Engineering Education Encouragement	2026 Summer 2025 Ongoing and as needed.
1.6	School bus stop and Sturdies Bay Trail trailhead in school parking lot	- Students exiting on trail side and needing to cross the driveway is creating safety concerns. - Pedestrians currently accessing the trail have to walk across the parking lot	- Consider moving the trailhead 3'ish metres farther along the driveway (closer to library, farther from school parking lot) so students exit the trail closer to the walkway ramp to school entrance. - Consider delineator type trail marker to make the trailhead more visible and so drivers are aware of where pedestrians might be exiting from the forest. This could be done now and moved if GIPRC finds funds to move trailhead closer to school entrance. - Consider defining a crosswalk from trailhead to school front door ramp by installing a crosswalk sign, tall delineators or a painted zebra crosswalk. Note: Difficult to find suitable placement.	GIPRC SD 64/School SD 64/School	Engineering Engineering Engineering	GIPRC to seek funding to undertake. TBD TBD
1.7	School bike rack	- Preference for covered bike rack.	- Used CRD bike rack funding to build a shelter. - Showcase on Plan Your Route map	CRD-RSR SD 64/School	Engineering Encouragement	Completed Dec. 2024 Fall 2025

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
1.8	School parking lot	<ul style="list-style-type: none"> - Not enough school stopping/parking areas. - Do not want school community parking by library and activity centre. - Parking in a way that obstructs pedestrian path along school building. 	<ul style="list-style-type: none"> - In front of school, assessed moving existing wheel stops away from school to create a wider pedestrian path adjacent to the school building, however it was determined that it was not feasible due to the pavement. 	SD 64/school	Engineering	Completed Fall 2024
1.9	School driveway from Activity Centre to Gardner Rd.	<ul style="list-style-type: none"> - Drainage issues and frequent potholes. - Community use, but expectation is that SD64 funds maintenance. 	<ul style="list-style-type: none"> - Road maintenance is carried out regularly. - Consider updated agreement to clarify responsibilities and cost-sharing. Note: Activity Center agreement is under revision 	SD 64/School SD64/School Library/Activity Center	Engineering Equity	Ongoing Underway
1.10	School driveway exit on to Gardner Rd.	<ul style="list-style-type: none"> - Stop sign at end of school driveway at Gardner Rd. is not compliant/regulatory. - Lack of shoulder for students walking on this portion of the driveway. 	<ul style="list-style-type: none"> - Consider replacing existing stop sign with regulatory sized stop sign. Note: Not required on private property but feels more regulatory if proper size. - Suggestion for a walking path along the driveway ROW. However, it is difficult to widen the driveway to make space for this. 	SD 64/school	Engineering Encouragement	TBD N/A
1.11	School, library and activity centre traffic entrance and exit onto Sturdies Bay Rd. Note: If this was considered it would impact many items in "1 School Property and 2 School Zone"	<ul style="list-style-type: none"> - Big idea: consider fully reversing traffic flow of one-way driveway. This would also mean that community members would arrive at the library or activity center before they get to the school parking lot and may be less likely to speed past. - This could also address the school zone issue as the end that is currently the exit on Sturdies Bay Road is much worse visibility than the end that is currently the entrance, so moving the school zone to what is currently the exit would improve safety there. 	<ul style="list-style-type: none"> - Considered reversing driveway direction (fully) so that students are getting on/off the bus on the same side of the road as the school building. However, decision was made <i>not</i> to pursue this change due to the extent of work and cost that would be required. Note if reconsidering in future, requirements: <ol style="list-style-type: none"> 1. Potential "New" Exit may need to be evaluated for sight distance on Sturdies Bay Rd (MoTT) 2. clearing of the vegetated island at the foot of school driveway and Gardner Rd to accommodate for turning radius needed for a bus to enter in this direction (MoTT) 3. add a stop sign at new exit (current entrance) at Sturdies Bay Rd. (School/SD) 	SD 64 MoTT	Engineering Education	N/A

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
			<p>4. Strong communications to indicate to school community, as well as library and active centre patrons (School/SD)</p> <p>5. Access off of MoTT roads would need to comply with current commercial access standards and permit. Engineered design recommended. School would be responsible for access and modification costs. MOTT would need to review permits.</p>			
2.0	School Zone					
2.1	Sturdies Bay Rd.	<ul style="list-style-type: none"> - Speeding is concerning, particularly with trucks coming to/from ferries - Drivers going above school zone speed limit. - Google Maps lists the speed limit as 80 km/h. 	<ul style="list-style-type: none"> - MOTT put up a Blackcat Box to capture speeds and vehicle size during the 2024/25 school year. MOTT to share Blackcat Box data once processed with CRD and RCMP. - Consider speed campaign in partnership with BC Ferries and ICBC re: school zone and safety. - Research how to submit correct speed limit (50km/hr for all island except where 30 km/hr) to Google Maps and other vehicle navigation GPS systems and ask if BC Ferries can help advertise the islands speed limits. 	<p>MOTT CRD RCMP</p> <p>ICBC, RCMP, CRD</p> <p>CRD-RSR</p>	<p>Engineering Encouragement Education</p>	<p>Fall 2025</p> <p>TBD</p> <p>2025 – still pursuing</p>
2.2	School Zone signage	<ul style="list-style-type: none"> - Lack of driver awareness/ acknowledgement of school zone signs. 	<ul style="list-style-type: none"> - Confirmed that current School Zone signs are in compliant with Motor Vehicle Act (MVA). - Considered adding vertical strips to school zone sign posts for increased visibility. However, not a MOTT approved sign. Looking at other approved options. - Consider additional warning type signage. Warning sign, in review with MoTT traffic engineering for application at Murchison Cove. - Considered adding school zone signs painted on road, but thermo markings are not MOTT approved. 	<p>MoTT</p> <p>MoTT</p> <p>MoTT</p> <p>MoTT</p>	<p>Engineering</p>	<p>Fall 2024</p> <p>Ongoing</p> <p>TBD</p> <p>N/A</p>

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
2.3	Sturdies Bay Rd. School Zone	- School Zone only covers stretch of Sturdies Bay Rd. on the approach to the current driveway entrance, but not the exit of Gardner Rd onto Sturdies Bay Rd.	- The reason for this is that the exit is not school property. One long or two separate school zones would be difficult to enforce and likely result in low driver compliance with speed.	MoTT	N/A	N/A
2.4	Gardner Rd. between school driveway exit and Studies Bay Rd.	- drainage issues and frequent washouts with potholes.	- Gravel added and grading was completed 2025. - Other drainage upgrades may be considered in future.	MoTT	Engineering	Completed 2025 Long-term
3.0	School Neighbourhood (areas surrounding school zone)					
3.1	Sturdies Bay Trail trailhead at corner of Sturdies Bay Rd and Garner Rd	- Lack of visibility of trail/lack of driver awareness of trail. - Trail intersects the road at the corner meaning that kids need to be right in the intersection to get onto the path. - Speeding along road makes this area feel unsafe for pedestrians and especially for children.	- Consider installing trail markers (posts?) at trail entrance to draw attention to trail and notify drivers that pedestrians may be joining on the shoulder. - Consider moving trailhead 1m up Gardner Rd (farther from Sturdies Bay Rd) and move rock footbridge so pedestrians are exiting the trail further from vehicles on Sturdies Bay Rd.	GIPRC	Engineering	TBD
3.2	Sturdies Bay Trail shoulder along Murchison Cove	-MOTT did emergency road upgrades due to washout. These works created a wider paved shoulder (on SBT side), new cement barriers on the ocean side and white delineators to define a steeper drop-off into creek. - Community is feeling the loss of this stretch of SBT with this recent road work. This stretch of SBT was previously a defined dirt/grass trail on the outer edge of the gravel shoulder which acted as a buffer between the trail and the road. - SBT is now on the immediate paved	Multi-step short-term and longer-term actions High-Priority Short Term Actions: 1. Summer 2025, MoTT painted temporary dashed white line to define stretch where trail is on newly paved shoulder 2. Fall 2025, will refresh temporary white line and supplement the temporary line with spots of the reflective tape spaced out – with ongoing touch ups until permanent line painting is scheduled along side future paint projects (TBD).	MoTT MoTT	Engineering Engineering	Highest Priority Item Short-Term Actions Completed summer 2025 Fall 2025, plus ongoing

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
		<p>shoulder of the road. Pedestrians feel less safe than before road work was completed as drivers do not have a defined edge of the road and it is not clear that this paved shoulder is part of the SBT.</p> <ul style="list-style-type: none"> - Pedestrians feel pinched between the road and the steep creek embankment (it was not as steep before road work). - Delineation between roadway and shoulder is unclear. Part is paved and part isn't, so it looks smaller than it is. - GIRPC comments: <ul style="list-style-type: none"> • It's unsafe • We need separation between the road and the trail • We need a physical barrier • This is a huge priority • The flexible barriers should be roadside so that pedestrians are on the other side of it • That would add the benefit of slowing down traffic • We're concerned that the slope is washing out and sliding 	<ol style="list-style-type: none"> 3. Next Steps – Repaint this stretch with 100 mm white reflective line when the paint crew returns to the island. 4. Add "Share the Road" and "watch for pedestrians" signage on road for drivers heading south on approach to Murchison Cove to alert them to the possibility of pedestrians on the side of the road. Signs have been submitted and are in queue for review and approval 5. CRD's SGI EA wrote a letter to MoTT advocating for MoTT to bring this short stretch of SBT back to acceptable pedestrian safety standards/feeling. <p>High-Priority Long Term Actions This is beyond the scope of RSR. Further conversations between MoTT and GIRPC and SGI EA are required to discuss potential engineering solutions, roles and responsibilities. Ideas include:</p> <ul style="list-style-type: none"> - An engineered solution to have a separate pedestrian path off the road, where previous trail was. - For example, <ul style="list-style-type: none"> • Building up the 40' section that currently cannot support a trail, using rock, gravel, etc. • Adding a prefabricated metal bridge over the 40' gap to allow for the trail to be off the road • Any ideas the engineers that designed the road repair can come up with to keep pedestrians off the road. 	<p>MoTT</p> <p>CRD-SGI EA</p> <p>MoTT SGI- EA Galiano, GIPRC</p>	<p>Engineering</p> <p>Encouragement</p> <p>Encouragement</p>	<p>TBD</p> <p>Aug 2025</p> <p>TBD</p> <p>TBD</p>
3.4	Porlier Pass Rd. At Ambulance Station	<ul style="list-style-type: none"> - Blind hill at the Ambulance Station very dangerous to bike with children. - Big trucks, no lines on road, drivers always rushing. 	<ul style="list-style-type: none"> - Centerline installed. -Good location for RCMP enforcement 	MoTT RCMP	Engineering Enforcement	Summer 2024 Ongoing

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
3.5	Porlier Pass at Sturdies Bay Rd. intersection	<ul style="list-style-type: none"> - No road markings. - Cars do not observe pedestrians or cyclists. - Desire for a crosswalk (Triangle by Pub) 	<ul style="list-style-type: none"> - Centerline markings installed. - Addition of a crosswalk at this location would require community consultation because garden would need to be removed. 	MOTT CRD -Galiano	Engineering	Summer 2025 Future consideration
4.0 General Comments						
4.1	Lack of safe cycling infrastructure / Future multi-use trail	<ul style="list-style-type: none"> - There's no shoulder or bike path on any of the roads. - Porlier Pass and Sturdies Bay Rd. have no shoulder or bike lane. - There is no safe way to bike to this school, for children or adults. - Galiano is not set up for biking. Roads are windy, narrow. Limited visibility with blind corners, steep hills, no lighting. - There is a trail through the bush but it is not bikeable and I wouldn't send my child through the bush on their own. - Drivers do not know how to deal with cyclists. 	<ul style="list-style-type: none"> - Consider revising the current the Galiano Island conceptual route (in the Gulf Island Regional Trails Plan) to a route that starts at Sturdies Bay Ferry Terminal and goes along Sturdies Bay Rd, down Georgeson Bay Rd and along Montague Rd. – this would serve the school/library/activity centre well - Consider making safe bike paths throughout the “within 4 km of the school” area. This may encourage/enable more students to bike, rather than take the school bus – potentially leading to shorter bussing times for students that live farther away. - Safe bike lanes at the south end of Galiano would be great to encourage parents to have kids ride to school. 	CRD Regional Parks		TBD
4.2	School Bus Issues	<ul style="list-style-type: none"> - Bus routing and schedule is not in alignment with 4km catchment policy. - Bus makes several stops on its route. - Long route and low ridership. - Bus route and schedule makes for a very long and difficult day for children on the north end of the island. - Kids living within 4km of the school get picked up at a convenient time while kids living further away suffer with a 	<ul style="list-style-type: none"> - MoTT is open to additional School Bus signs (PS-006 signs) on road so they can be seen by all drivers coming from the ferry and on other main routes. Sturdies / Porlier and Montague currently have School Bus road signs, MoTT is open to additional spots where desired. School District and school to identify other desired locations. - Consider a communications campaign to educate drivers about rules for stopping for school bus when lights are on and stop sign is out. Possible partner: ICBC 	SD64/School MoTT	Engineering	Ongoing
4.2	School Bus Issues (cont'd)			Sgi EA SD64	Education Encouragement	TBD

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
		<p>much longer commute to accommodate pick-up of those near.</p> <ul style="list-style-type: none"> - Bus and ferry traffic are at the same times. Many drivers don't know to expect school bus making multiple stops and that students will be waiting on the side of road. - Kids living closer should not be given priority over those living further away; the bus should be prioritized for those that live farther from the school. 	<ul style="list-style-type: none"> - Consider reconfiguring bus schedule to be more equitable for unique geography. Potential options: <ul style="list-style-type: none"> • Reverse route biannually for equity • Consolidate stops in close proximity to school to shorten commute time for those in north end. • "A more direct bus system for kids at the north end would make their daily trip less exhausting." • Bus could pick up the north end last so south end families are encouraged to walk, bike, or carpool. • Reverse the route daily so that in the morning, the students in the north end are picked up after the south end students and vice versa at the end of the day. This would at least make for a shorter day than currently for north end kids and could encourage south end families to use alternate modes as they have more options. • Perhaps two small busses/routes are required for our long island. • Review and enforce the catchment 4km policy. - Consider providing morning supervision and/or a breakfast option at school. 	SD64/School	Equity	The route was reviewed June 2024 and transportation removed a section to shorten it. There are no other changes planned in the short-term.
4.3	Other comments	<ul style="list-style-type: none"> - Lots of construction truck traffic on roadways in the morning. - Concerned for student safety on walking field trips. 	<ul style="list-style-type: none"> - Truck traffic is unavoidable as work needs to get completed on the island. They come over by ferry. - Consider purchasing a set of safety vests for walking field trips to be kept at school. 	N/A School/PAC	N/A Encouragement	N/A TBD
5.0	Education, Encouragement and Equity Events and Activities, etc.					
5.1	PAC Active Transportation / Sustainable Commute Subcommittee	<ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> - Consider establishing an Active Transportation/Sustainable Commute Sub-Committee as part of the PAC or point person to lead initiatives. - Add active/sustainable transportation as a standing item on PAC meeting agendas. 	PAC CRD- RSR	Education Encouragement Equity	Ongoing

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
		momentum generated carries forward and does not rely solely on one champion/volunteer.				
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-RSR School PAC	Education Encouragement Equity	Fall 2025 School to distribute, post on website and e-mail URL to families.
5.3	School Commute Buddies Pamphlet	Many 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 desired interventions).	- 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 from school.	CRD-RSR School	Education Encouragement	Distributed paper copies 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.	CRD school	Education Encouragement	January 2025 School to repeat annually modified version annually
5.5	Bus Driver and Crossing Guard Appreciation	- This campaign aims to raise awareness of and show appreciation for the support provided by crossing guards and school bus drivers 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 bus driver with coffee gift certificates.	CRD School	Education Encouragement Equity	February 2025 School to repeat modified version annually

Galiano Community School – Action Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Status
5.6	Pedestrian Education (K-7) and Think of Me Campaign	- Parents and caregivers reported that their student would be enabled/encouraged to walk if they were provided with pedestrian, cycling, and/or bus education.	- Think of Me Community Campaign - in class pedestrian education delivered by CRD staff (supported by ICBC materials and messaging) to educate students on dangerous driving behaviours within school zones and best safety practices for young road users. - ICBC sponsors student artwork being made into banners for display along fence at the start of next school year to increase driver awareness.	CRD-RSR School ICBC	Education Encouragement Equity	April 2025
5.7	Bike Skills <i>Note: Free in-school bike skills training is available approx. every other school year via the provincially funded Everyone Rides Grade 4-5 program and delivered locally by Capital Bike.</i>	Greater bike skills development needed for students. This supports survey respondents' desire for cycling education to be provided as well as their desire to increase student confidence, independence and capabilities.	- CRD coordinated with school and Capital Bike to deliver in-school cycling skills training. Typically, this is via the provincially funded "Everybody Rides Grade 4-5"; due to small school population, Capital Bike made the program inclusive of all Mayne students. - Consider annual RCMP Bike Rodeo – School ask RCMP - Universal cycling education for youth is known to improve health and wellbeing, promote active transportation, and reduce carbon emissions.	CRD-RSR Capital Bike School	Equity Encouragement Education	Spring 2026
5.8	BusReady! BC Transit education	Parents and caregivers reported a desire to build the students' confidence when taking BC Transit when visiting Greater Victoria.	- Although the BC Transit's in-class education BusReady program does not extend to Galiano Island, the school is encouraged to deliver the on-line educational materials. Source: https://busready.bctransit.com/	School	Encouragement Education Equity	Ongoing, as desired
5.9	Walking School Bus / Bike Train	Parent/Caregiver perception of safety is poor due to traffic volume and speed.	- Future consideration as interest grows. - See CRD's School Commute Buddies pamphlet to get started without relying on volunteerism.	PAC	Encouragement Equity	For future consideration

