## School Selection Criteria

Approved by CRD Board of Directors on February 13, 2019

| CRITERIA | RATIONALE |
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| **Eligible schools:**<br><br>All public and private K-8 schools within the CRD that have 100 or more students | Public and private schools both produce congestion and additional car trips.<br><br>Safety of all children is important regardless if they go to public or private school.<br><br>The pilot program proved most successful with elementary and middle schools.<br><br>High schools require a different approach including school district engagement (parking), student engagement, BC Transit, etc.<br><br>Minimum enrollment allows us to reach more students for greater impact and program delivery efficiency. |
| **Required support:**<br><br>• Municipal/local government staff support<br>   o Written confirmation of commitment to participate<br>   o Schools with catchments in more than one municipality require support for each applicable municipality<br>• School support<br>   o Written confirmation of principal support, as a representative of the school district<br>   o Written confirmation of PAC support | Municipal support - The pilot project showed that municipal involvement is key to the successful delivery and implementation of the program.<br><br>School support - The pilot project showed that the schools with the most engaged principals and PACs experienced the greatest increases in walking and cycling. |

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| **Prioritization criteria:**<br><br>Eligible schools with the required support will then be ranked based on the following criteria:<br><br>- School has previously completed school travel planning through a CRD program<br>   - No – 10 points<br>   - Yes, but not in the past 5 years – 5 points<br>   - Yes, in past 5 years – 0 points | Intent of this criteria is to first prioritize schools that have not yet had travel plans prepared. |
| - School demonstrates commitment to healthy school (comprehensive school health) or environmental programming, and/or school/school district commitment to infrastructure improvements.<br>   - Yes, both programming and funding – 10 points<br>   - Yes, either – 5 points<br>   - No – 0 points | Schools that have established complementary healthy school or environmental programs have volunteer and/or staff capacity that can boost the effectiveness of the Active and Safe Routes to School initiative.<br><br>Program will be most successful at shifting travel modes if necessary supporting infrastructure improvements, including those on school grounds, are planned and implemented. |
| - Commitment from municipality to provide funding/priority planning for infrastructure improvements in school catchment.<br>   - Yes, 2 or more municipalities (for school with multi-municipal catchments) – 10 points<br>   - Yes, 1 municipality – 5 points<br>   - No – 0 points | Program will be most successful at shifting travel modes if necessary supporting infrastructure improvements are planned and implemented.<br><br>For schools with catchments that cover more than one municipality, the program can be particularly helpful in bringing partners together to provide a coordinated approach to infrastructure improvements.<br><br>Credibility of the program and of the municipality depends on reasonable walking/biking infrastructure improvements being completed in a timely manner. |

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| • Serious safety concerns/past incident identified by school or municipality<br>   o Major concerns/incidents (hospitalization) – 10 points<br>   o Minor concerns/incidents (school report) – 5 points<br>   o No concerns/incident – 0 points | Traffic safety was identified as a key deterrent for parents allowing their children to walk or bike to school. |
| • Students living within proximity of the school<br>   o More than 50% of students live within 3km – 10 points<br>   o 30 – 50% of students live within 3km – 5 points<br>   o Less than 30% of students live within 3km – 0 points | Distance between home and school affects the likelihood that a child will be able to walk or bike to school. |