
SCHOOL TRAVEL PLAN

Departure Bay Eco School



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www.nanaimo.ca/goto/safer-school-travel



www.sd68.bc.ca/students-parents/getting-to-school



www.hastebc.org

Summary

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

This document consists of information compiled since the School Travel Planning process began in the winter of 2018.

Background

In 2014, the City of Nanaimo completed its Transportation Master Plan, which included a need to identify and promote Active and Safe Routes to School as part of a refreshed approach toward neighbourhood transportation to reduce the negative impacts of vehicle traffic while encouraging walking and cycling; enhancing their liveability and sustainability.

Over the next few years, City staff worked with the Nanaimo Ladysmith School District and various stakeholders to determine the best approach to achieve the City of Nanaimo's goals. In December 2017, the City of Nanaimo put out a call for proposals for consulting services to develop safe and active transportation plans in 4 of its schools. HASTe (the Hub for Active School Travel) was chosen to implement the School Travel Planning process as the foundation of the City of Nanaimo's Safe Routes to School project.

School Travel Planning

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

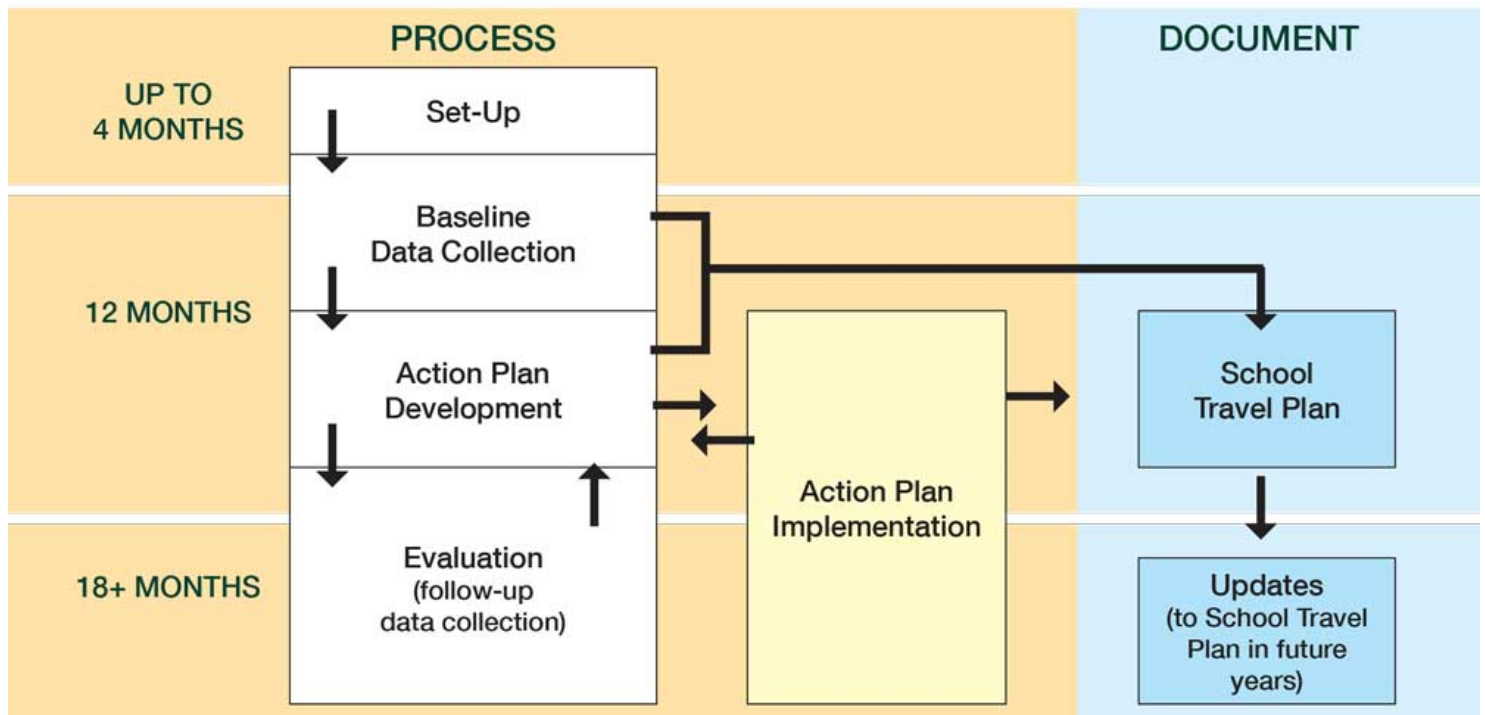
Key benefits of STP are:

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

STP involves a network of representatives of key school-transportation stakeholder groups who make up a Steering Committee and inform and support the STP process.

Organizations and individuals that contributed to the STP process at Departure Bay Elementary included administrators, teachers, staff, parents, and students from the school as well as staff from the City of Nanaimo, the Nanaimo Ladysmith School District, RCMP, ICBC, and other community partners.

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



▲ The School Travel Planning Process

School

Departure Bay Elementary Eco-School (hereinafter: Departure Bay Elementary) is a community school located at 3004 Departure Bay Rd. The catchment includes portions of both Hammond Bay and Departure Bay, two residential neighbourhoods in the northeast corner of the City of Nanaimo.

283 students were enrolled at Departure Bay Elementary during the 2017/18 school year. That represents a 30% increase in the number of students enrolled in 2016/17, which was itself 35% greater than the number of students enrolled in 2015/16.

The school's Eco School Flyer notes that its vision is "to become a school with an environmental focus that produces students who are environmentally literate by a using hands-on, interdisciplinary, place-based approach to provide students with meaningful and imaginative learning opportunities where students are constantly engaged in the natural world around our facility."

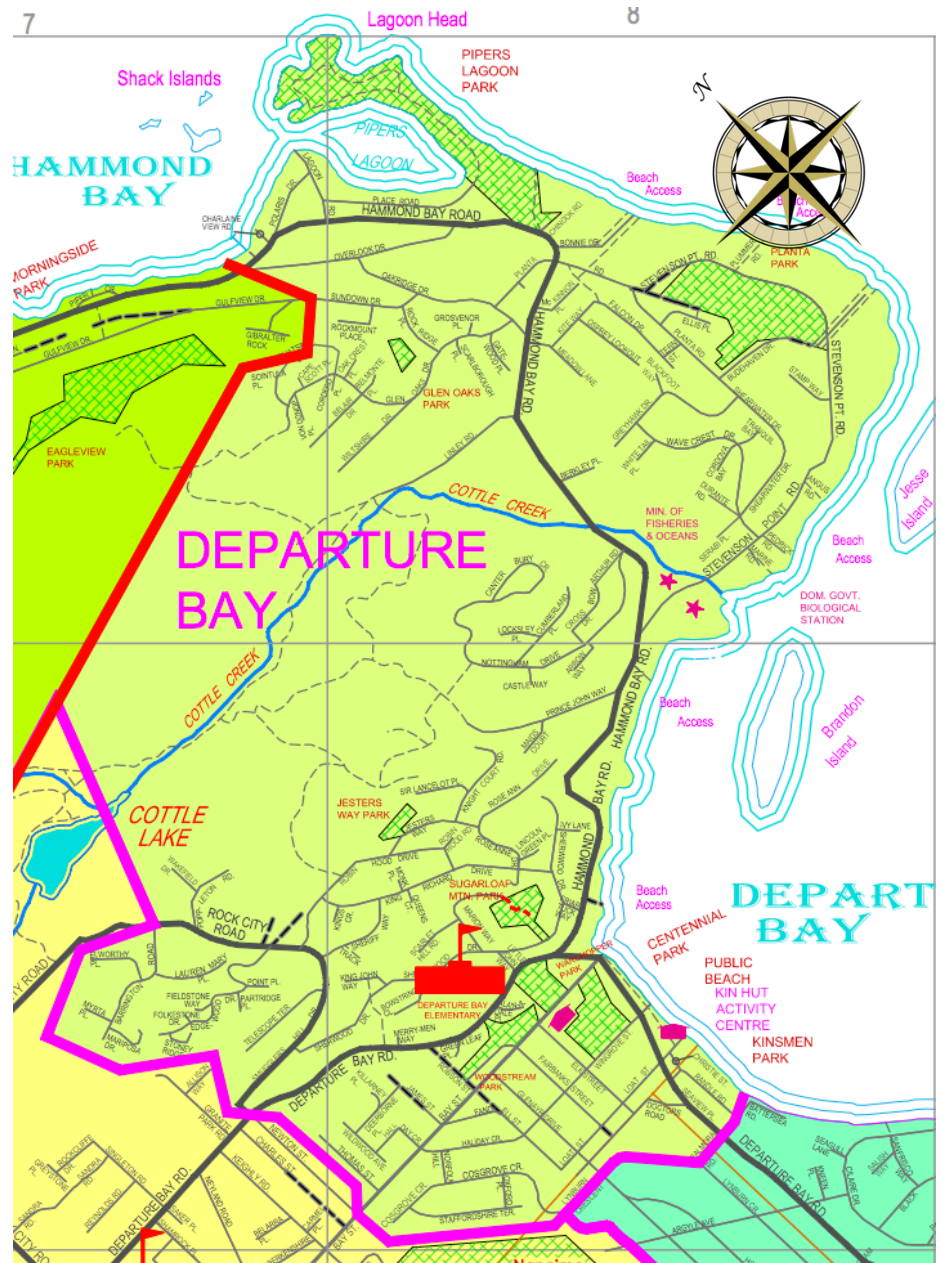
Departure Bay Elementary has an active PAC that meets on the 1st Tuesday of each month. Additionally, the school has a strong volunteer culture, and parents regularly assist with fundraising, at events, and in the classroom.

Catchment

Departure Bay Elementary is located on the north side of Departure Bay Rd., across the road from two City parks: Wardropper Park and Woodstream Park. Two additional parks, along with an accessible seaside, are located within 200 meters of the school.

The school's catchment area is largely residential in character, composed primarily of single-family homes, with a small commercial area on Departure Bay Rd. in its southeastern corner.

The neighbourhood south of the school is largely flat and lies close to sea level. Immediately north of the school, the land slopes upwards towards the eastern edge of Hidden Ridge; some neighbourhoods within 1km of the school are more than 100m higher in elevation.



▲ Departure Bay Elementary catchment map

Transportation

The front entrance of the Departure Bay Elementary faces Departure Bay Rd., a major collector road that separates the school from the two parks immediately to its south and the southernmost neighbourhood in the catchment area. Another major collector road, Hammond Bay Rd., runs north-south through the catchment area and is the only connection between the school

and most of the neighbourhoods in the northern half of its catchment.

There are a number of walking paths through and accessing nearby parks and green spaces, along with a number of informal pathways and “cut-through’s” in the neighbourhoods just north of the school. Near the school, most of the larger roads in Departure Bay Elementary’s catchment area feature sidewalks or separated walking areas on at least one side of the road. However, few of the local roads in the catchment have sidewalks, and many do not have shoulders. Additionally, pedestrian facilities on Hammond Bay Rd. north of the school are intermittent.

Departure Bay Elementary has a Walk Score of 39/100, suggesting that its neighbourhood is largely car-dependent; Walk Score is a measure of neighbourhood walking accessibility, and is often an indicator of community health and well-being (www.walkscore.com).

There is a bus route (the No. 20) along Hammond Bay Rd. and Departure Bay Rd. that spans the length and width of the catchment area and another bus (the No. 1) that travels between the neighbourhood just south of the school and downtown Nanaimo. According to the City of Nanaimo’s Transportation Master Plan, bicycle lanes are part of the long-term plan for Hammond Bay Rd. and Departure Bay Rd.; presently there are no cycling facilities in the Departure Bay Elementary catchment area.

Methodology and Results

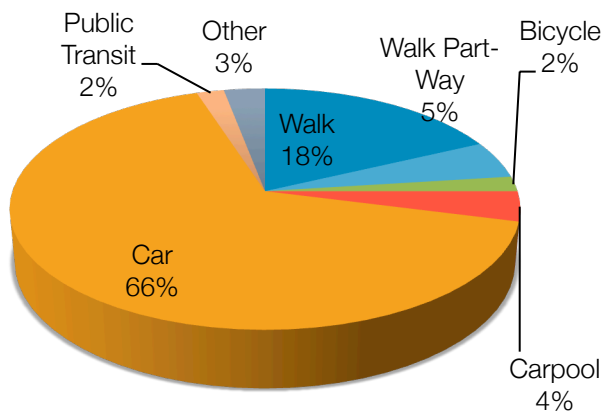
Baseline school travel data was collected through a variety of methods, including student hands-up surveys, family take-home surveys, a walkabout of the surrounding neighbourhood, and meetings with the school community.

Baseline hands-up surveys and family take-home surveys were completed in February 2018.

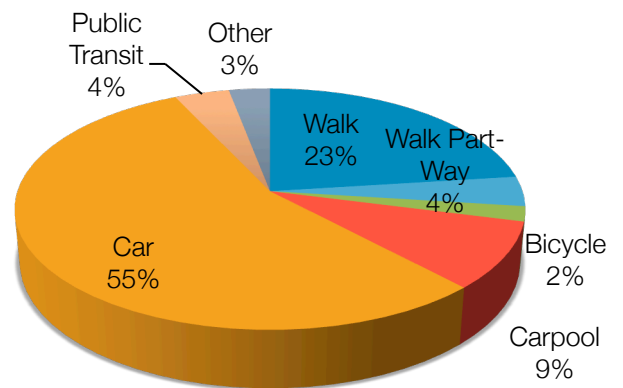
The neighbourhood walkabout at Departure Bay Elementary took place on March 17th, 2018. The walkabout was attended by administrators, parents, and members of the municipal Steering Committee. Participants observed the school’s travel patterns and toured the area to investigate and examine concerns. The walkabouts informed the Travel Challenges section of this report, the Best Routes to School map (Appendix B), and the School Travel Action Plan (Appendix A).

Hands-Up Baseline Data

13 divisions from grades K-7 participated in hands-up surveys at Departure Bay Elementary. Teachers asked students to raise their hands when identifying their method of travel to and from school and recorded responses daily over the course of one week. Results from this survey are presented below.



▲ Travel Mode TO School



▲ Travel Mode FROM School

According to baseline hands-up survey results, the majority of students at Departure Bay Elementary are driven to (70%) and from (65%) school, either as a single family (66%/55%) or part of a carpool (4%/9%). A small but significant proportion of students walk to (18%) and from (23%) school, while a few walk part-way (5%/4%), ride their bicycles (2%), take public transit (2%/4%), or travel by other means (3%).

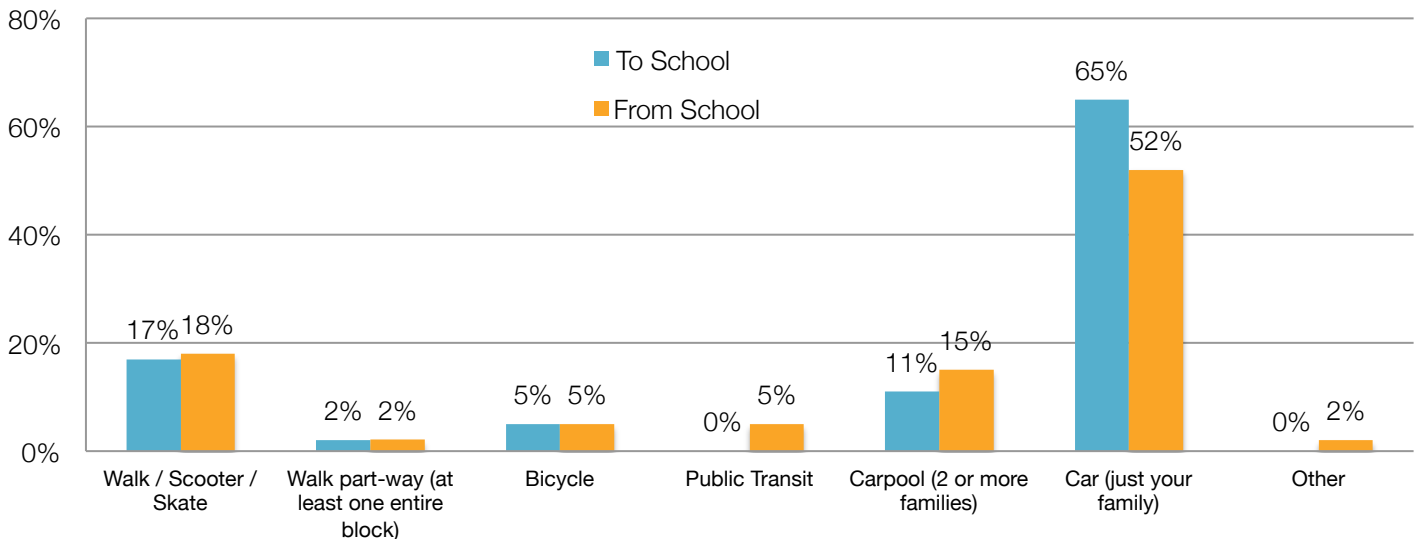
A copy of the baseline hands-up survey is attached to this document as Appendix C.

Family Survey Baseline Data

Family take-home surveys were sent home with each student at Departure Bay Elementary. Families were asked to complete the survey and return it to the school within one week. Families were asked about their child(ren)'s travel choices to and from school, factors that influenced transportation decisions, and local transportation concerns. A copy of the baseline family take-home survey is attached to this document as Appendix D.

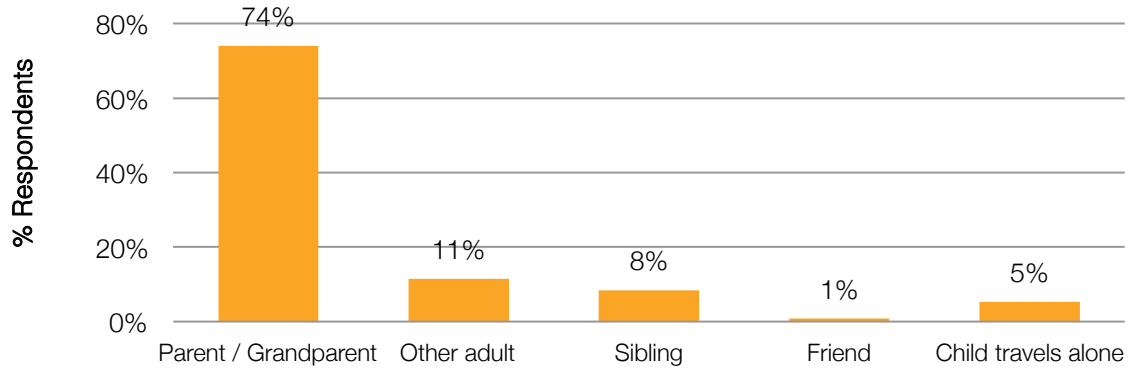
136 families representing 195 children completed the survey at Departure Bay Elementary, a return rate of 69%. The findings from this survey are presented below.

▼ How does your child(ren) usually get to and from school?



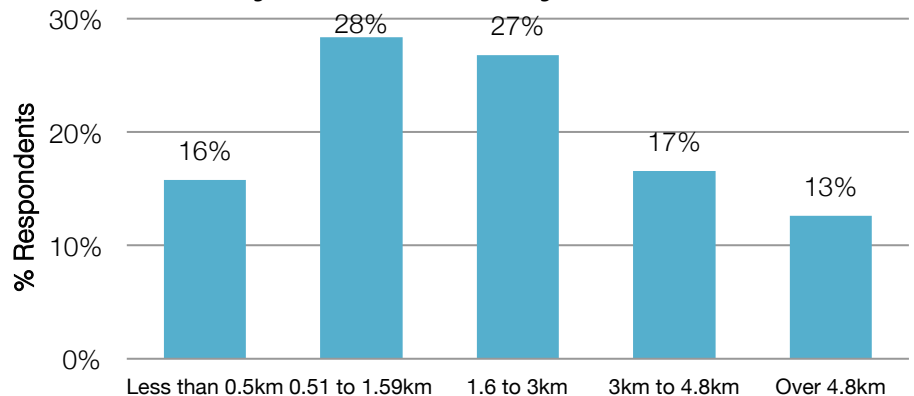
Mode share splits from the baseline family take-home survey are similar to those captured by the baseline hands-up survey.

▼ **Who usually accompanies your child on the way to school?**



The majority of students at Departure Bay Elementary are accompanied by an adult (85%) on their trip to school, either a parent or grandparent (74%) or someone else (11%). A few students travel to school with their siblings (8%) or a friend (1%), while 5% of students make the trip to school by themselves.

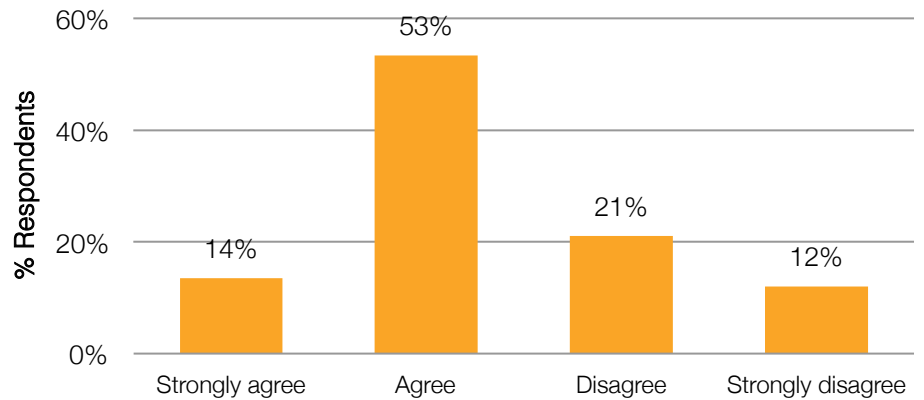
▼ **How far away from school do you live?**



Less than half of all students at Departure Bay Elementary (44%) live within 1.6km of the school, generally considered a walkable distance for elementary aged children. 27% of students live between 1.6km and 3km of the school, 17% of students live between 3km and 4.8km of the school, and 13% live more than

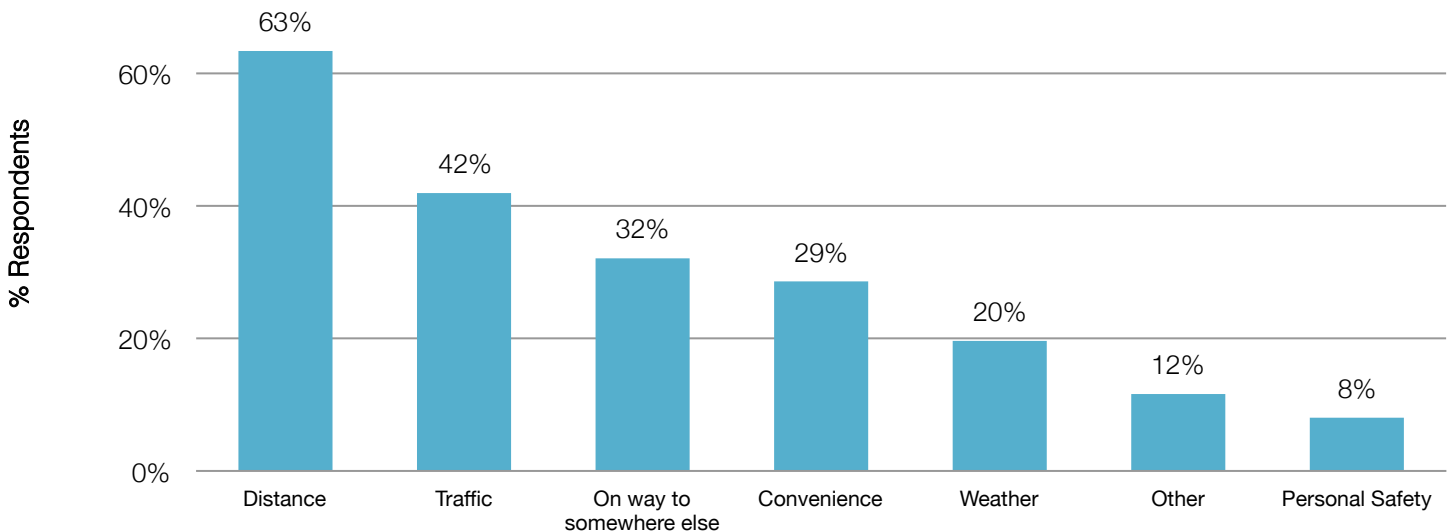
4.8km from the school, beyond the walking limit set out by the Nanaimo Ladysmith School District.

▼ **Our neighbourhood is safe for children to walk to school**



The majority of parents at Departure Bay Elementary either agree (53%) or strongly agree (14%) that their neighbourhood is safe for children to walk to school, while 21% of parents disagree and 12% strongly disagree with that statement.

▼ **What are the main reasons your child(ren) is/are usually driven to/from school?**

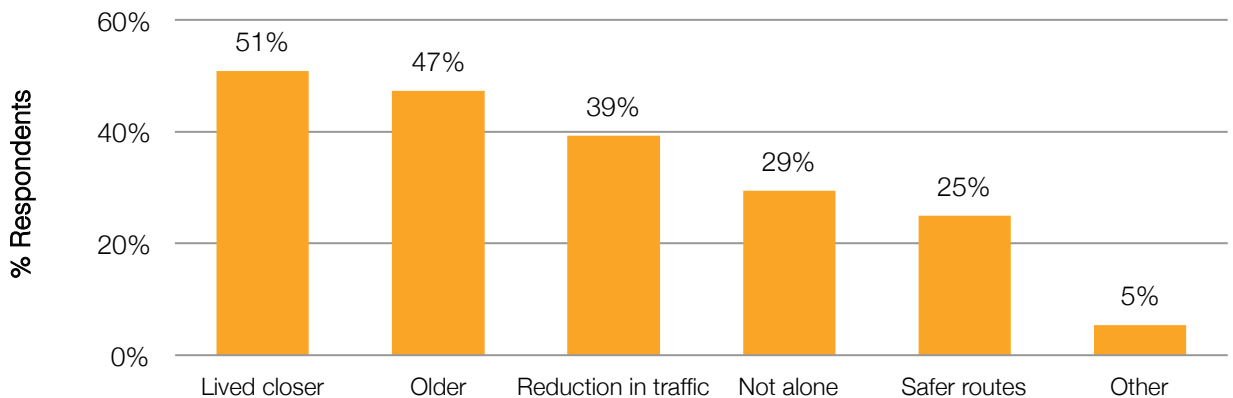


When asked why they drove their children to school, parents at Departure Bay Elementary almost two-thirds of parents chose “distance” (63%). “Traffic” (42%) and being “on the way to somewhere else” (32%) were also popular choices.

Data collected through the baseline survey indicates that distance from school does indeed have an impact of travel mode. 35% of students who live within 500m of the school and 57% of students who live between 500m and 1.6km from the school are driven to school. The rate of driving rises to 91% beyond 1.6km from the school, and 100% beyond 3km.

Notably, while carpooling is a popular travel choice for families who live within 3km of the school – more than a quarter (26%) of students who live between 1.6km and 3km from the school travel by carpool – no families who live beyond 3km of Departure Bay Elementary choose to carpool to school.

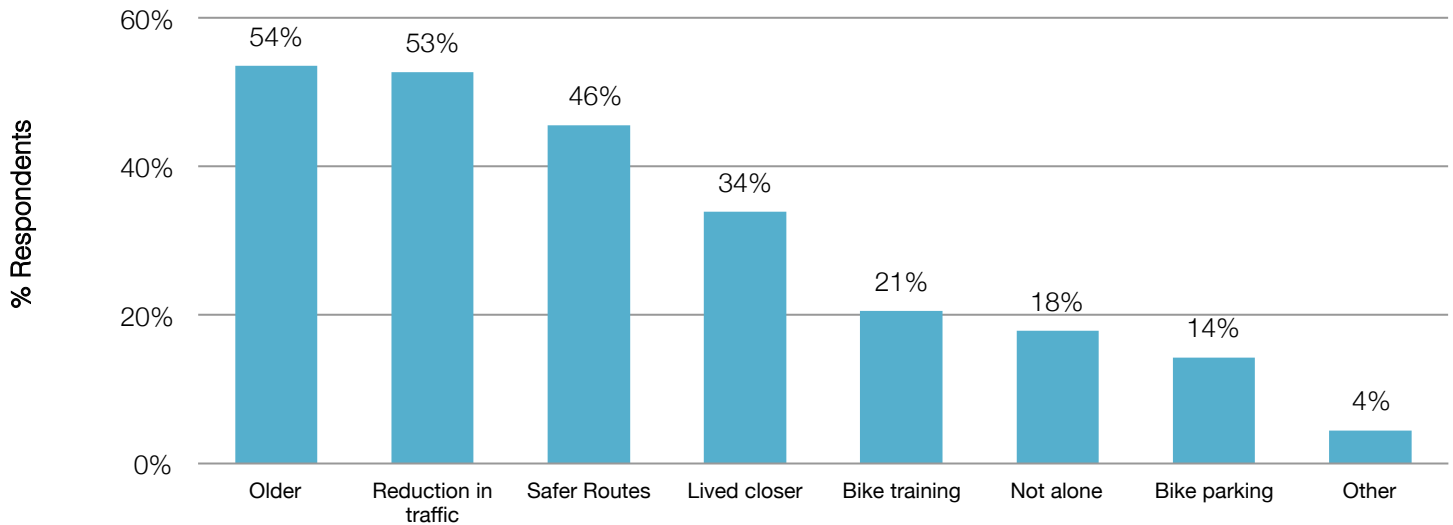
▼ I would allow my child(ren) to walk to school if...



When asked under what conditions they would consider allowing their children to walk to school, parents at Departure Bay Elementary were more likely to indicate “if they lived closer” (51%), “if they were older” (47%), and “if there were a reduction in traffic” (39%) than other available options.

Data collected through the baseline survey indicates that while distance from school does have an impact of travel mode at Departure Bay Elementary, age does not seem to. Children aged 10 and 12 years are only slightly more likely to walk to school (24%), and children aged 7 to 9 years less likely to do so (10%), than are children aged 4 to 6 years (17%).

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



When asked under what conditions they would consider allowing their children to cycle to school, parents at Departure Bay Elementary were more likely to indicate “if they were older” (54%), “if there were a reduction in traffic” (53%), and “if there were safer routes to school (46%) than other available options.

Transportation Walkabout

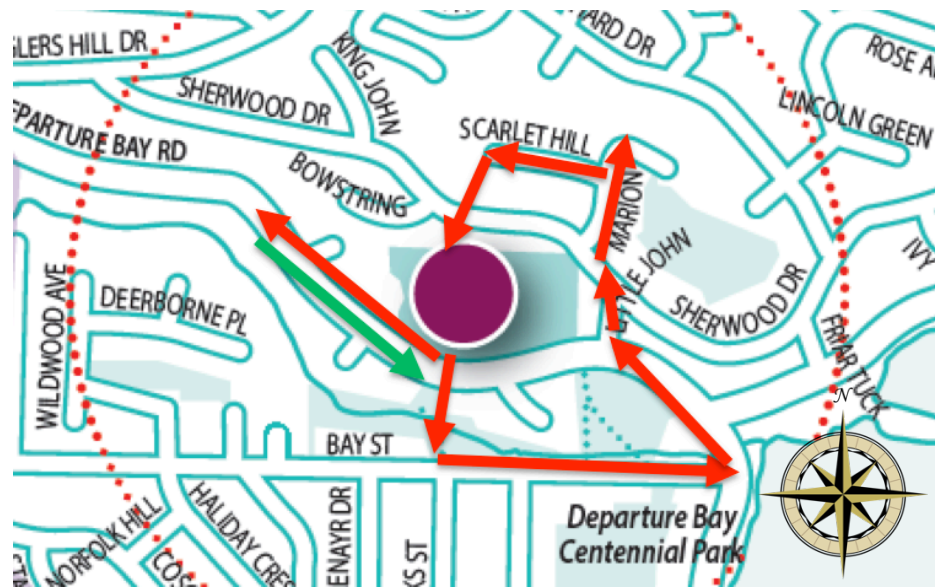
A walkabout was held at Departure Bay Elementary on Tuesday, March 17th at 2pm. Parents and students came together with members of the School Travel Planning steering committee to review areas of concern and start developing solutions to overcome them.

Walkabout participants met in the main foyer of the school to introduce themselves and review the route they would walk. During the walkabout, participants:

- Observed vehicle, pedestrian, and bicycle activity near the school’s main entrance and in the drop-off loop.
- Observed vehicle traffic, pedestrian facilities, and pedestrian crossing facilities on and along Departure Bay Rd.

- Discussed the safety and accessibility of the trails through Woodstream Park and looked for potential park-and-walk locations.
- Observed traffic and pedestrian safety conditions at the busy intersection of Departure Bay Rd. and Hammond Bay Rd.
- Explored several local roads, pathways, and facilities north of the school that are used by students and families walking to and from Departure Bay Elementary.

After the walkabout, participants returned to the school to debrief their experiences and begin brainstorming solutions. The discussion focused primarily on programs the school community could implement to improve traffic safety awareness and encourage more active trips to school, and infrastructure improvements that could improve traffic safety and connectivity in the school zone.



▲ The walkabout route at Departure Bay Elementary

School travel challenges are the barriers to active travel faced by students, families, and staff at Departure Bay Elementary. These challenges were identified through the take-home surveys where parents identified on a map the areas of their highest concern, and through conversations with the school administrators and other members of the school community.

This section, along with Departure Bay Elementary’s School Travel Action Plan (Appendix A), identifies some of the challenges and presents solutions, drawn from the school community and best practices in the field of ASRTS, to overcome the barriers to active travel at Departure Bay Elementary.

1.

Pedestrian safety on Sherwood Dr.

Sherwood Dr. is a local road running east-west along the north side of Departure Bay School. In the family take-home survey, parents raised concerns about the safety of students walking on Sherwood Dr.



▲ **There is little pedestrian infrastructure on Sherwood Dr. west of the school**



▲ **Sidewalks and a crosswalk at the intersection of Sherwood Dr. and Marion Wy.**

The section of Sherwood Dr. near the school is a signed school zone with a reduced 30km/hr speed limit. On street parking is permitted along the length of Sherwood Dr., except for on a section on its north side between Marion Way and Little John Way. East of the school, between Marion Way and King Richard Dr., there are sidewalks on at least one side of Sherwood Dr. To the west of the school, between Marion Way and Smugglers Hill Rd., conditions on the side of the road are variable, and include curbs, soft shoulders, steep embankments, and concrete barriers.

Parents mentioned that the lack of pedestrian infrastructure, narrowness of the road, conditions on the side of the road, and vehicles parked in the street, force students to walk on the roadway, often sharing space or in conflict with motor vehicles. Parents also raised concerns about poor visibility and sightlines caused by curves in the roadway, and about the speed and volume of motor vehicle traffic.



▲ **Curving roads and steep embankments make for poor sightlines and visibility**

There is no centre line road marking on the much of the section of Sherwood Dr. west of the school,

which research suggests encourages motor vehicle drivers to drive more slowly.¹



▲ **The mid-block crosswalk across Departure Bay Rd. in front of the school.**

2.

Pedestrian safety in the school zone

Departure Bay Elementary is situated on Departure Bay Rd., a two-lane major collector road. Departure Bay Rd. is a city bus route, and according to parents and administrators sees heavy truck and commuter traffic during peak periods. The segment of Departure Bay Rd. near the school is a signed school zone with a reduced 30km/h speed limit.

On its north side, there are sidewalks along the entire portion of Departure Bay Rd. that lies within the school’s catchment area. On its south side, there is a shoulder delineated from the roadway by a painted white line. To the east, between the school and the intersection of Departure Bay Rd. and Little John Way, the shoulder is paved; to the west, between the school and Woodstream park, the shoulder is unpaved.



▲ **Unpaved shoulder on the south side of Departure Bay Rd.**

¹ <http://content.tfl.gov.uk/centre-line-removal-trial.pdf>

There is a north-south midblock crosswalk across Departure Bay road directly in front of the school's main entrance, which connects to a pedestrian walkway along the eastern side of the school's driveway. The next closest north-south crossing opportunities are at the intersection of Departure Bay Rd. and Hammond Bay Rd., a busy intersection between two major collector roads several hundred meters east of the school; and at a marked and signed crosswalk at the intersection of Smugglers Hill Dr., Newton Bay Rd. and Departure Bay Rd., over 500m west of the school and on the edge of its catchment areas.



▲ **No sidewalk or crosswalk at the popular Woodstream Park trailhead on Departure Bay Rd.**

In the family take-home survey, parents raised concerns about the safety of students walking on and crossing Departure Bay Rd. in the school zone. Parents mentioned that drivers do not consistently yield to pedestrians waiting to cross at the crosswalk and that vehicles often exceed the speed limit through the school zone. Parents also observed that

drivers entering and exiting the school's driveway to pick up and drop off students during the periods before and after school, and using the shoulder on the south side of the road for parking, pick-up and drop-off, create confusion and congestion on Departure Bay Rd., putting students walking on the shoulder or crossing at the crosswalk at risk.



▲ **The trail through Wardropper Park is used by families travelling to and from school, and by students on local field trips.**

Several parents raised concerns about the location of the school's crosswalk. Route data collected through the family take-home survey shows that most students approaching the school on foot from the south do so via trails through the two nearby municipal parks: Woodstream Park, which is located to the southwest of the school; and Wardropper Park, which is located to the southeast of the school. To reach the crosswalk in front of the school, students emerging from either trail must walk along the south shoulder on Departure Bay Rd. Through the family take-home survey, parents noted that

many students prefer to cross Departure Bay Rd. at the trailheads in order to reach the sidewalk on the north side, rather than walking along the shoulder of the road.

Parents have requested that the crosswalk in front of the school be moved, or additional crosswalks be provided, at the Woodstream and Wardropper Park trailheads. The school's administration supports the installation or relocation of a crosswalk at the Wardropper Park trailhead, noting that classes frequently use this trail on walking field trips in the neighbourhood.



▲ **The curved profile of Departure Bay Rd. make it difficult to site a crosswalk on pedestrian desire lines**

City of Nanaimo staff have noted that the curve and sight lines of Departure Bay Rd. makes installing a crosswalk at the Woodstream Park trailhead, which is heavily used for trips to and from school, undesirable. The city has committed to reviewing the area to determine what improvements can be made to pedestrian safety and crossings in the school zone.

3.

Lack of pedestrian routes west of Rock City Rd./Smuggler's Hill Dr.

Smugglers Hill Rd. is a two-lane road that extends north of Departure Bay Rd., west of the school. At its intersection with Robin Hood Dr., Smugglers Hill Dr. becomes Rock City Rd., which extends northwest to the edge of Departure Bay Elementary's catchment area.

Both Smugglers Hill Dr. and Departure Bay Rd. have curved profiles. Neither road has sidewalks: the road edge features a mix of soft shoulder, drainage ditch, concrete barrier, and embankment. There are no facilities, such as traffic signals or crosswalks, to facilitate pedestrian crossings of either road.



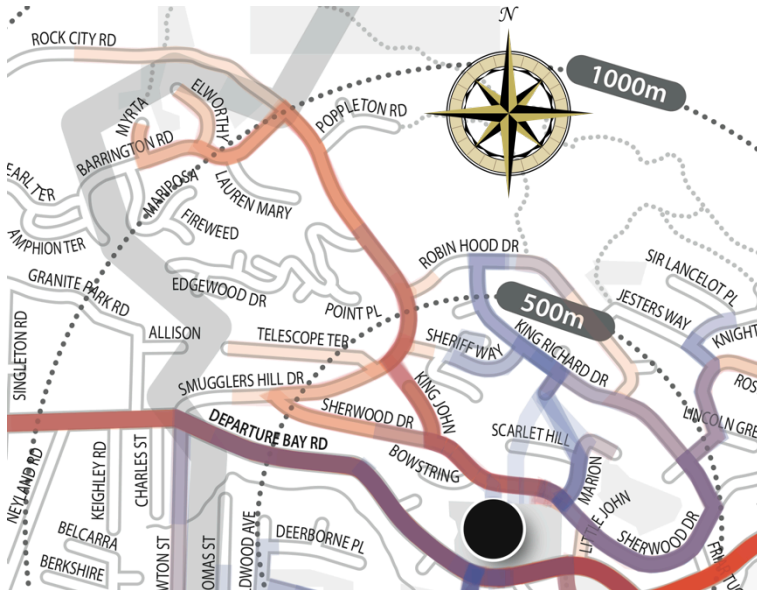
▲ Curved roads and steep grades make for poor visibility and sightlines on Smuggler's Hill Dr.

Through the family take-home survey and in meetings at the school, parents expressed concerns about the safety of children walking on and crossing Rock City Rd. and Smuggler's Hill Dr. Specifically, they mentioned that the speed of motor vehicles travelling on both roads; limited visibility due to curves in the road; the lack of crossing facilities; and the lack of



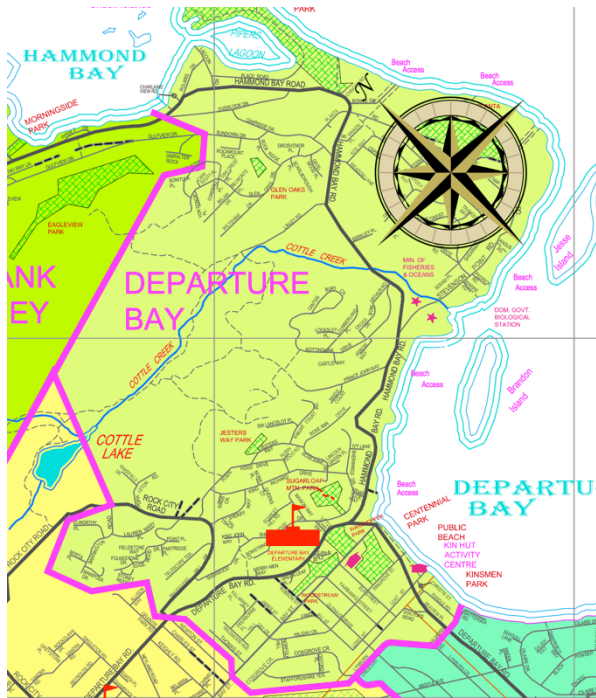
▲ No sidewalks, crosswalks or shoulders on Smugglers Hill Dr.

sidewalks, and sometimes shoulders, to walk on; all pose dangers to students walking or cycling on Rock City Rd. and Smuggler’s Hill Dr. Route data collected through the family take-home survey suggests that these concerns are strong enough to prevent students in the area from walking to school; all parents who responded to the family take-home survey and indicated that they live west of Rock City Rd./Smuggler’s Hill Dr. also indicated that their children are driven to and from school.



▲ **Excerpt from the heat route-map for Departure Bay Elementary**

City of Nanaimo staff noted that topography and road geometry make infrastructure improvements in this area very challenging, and that the cost to provide pedestrian facilities would be extremely high. The City owns a few right-of-ways that could be used to create pedestrian paths, but the resources and budget they would require are prohibitive. The City is committed to exploring alternative pedestrian routes between the school and this part of its catchment area.



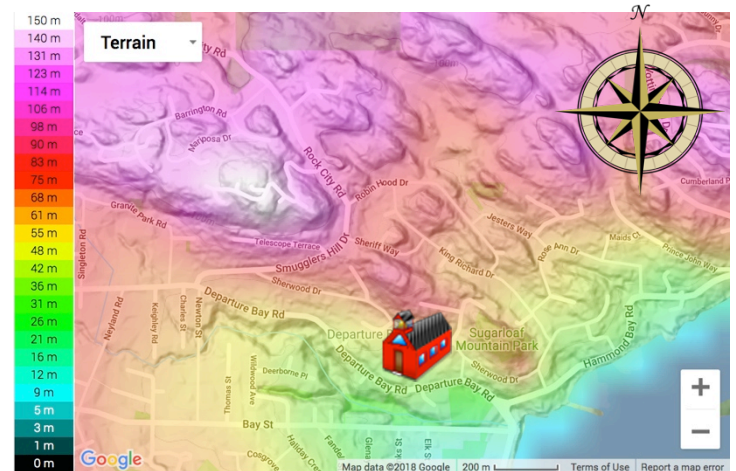
▲ **Departure Bay Elementary is located at the south end of a large catchment area.**

4.

Characteristics of the school's catchment

Several characteristics of Departure Bay Elementary's catchment area are barriers to walking and cycling trips to school.

Departure Bay Elementary has a large catchment area that stretches over 2.5km north of the school. Through the family take-home survey, the most commonly cited reason for driving to and from school was "distance" (61% of driving parents), while the most commonly cited condition under which parents would consider allowing their child to walk to and from school was "if they lived closer" (51% of driving parents).



▲ **Topographic map of the area around Departure Bay Elementary**

The centre of Departure Bay Elementary's catchment area is part of the elevated ridge that runs east-west through North Nanaimo: some residential areas near Nottingham Dr. and Rock City Rd. are more than 100 meters higher than the school. Through the family take-home survey and in conversations, several Departure Bay Elementary parents noted that the topography in the central part of the school's catchment area presents a barrier to active trips to

school: the hill makes walking and cycling a strenuous activity; steep grades create safety, speeding and visibility concerns; and curving roads mean that trips often take longer than the distance between two points would suggest.



▲ **A typical street in Departure Bay Elementary's catchment area.**

Much of Departure Bay Elementary's catchment area features a typical suburban street network, with wide, curving roads, and few sidewalks. This type of street layout and design reduces overall connectivity and walkability and, combined with the topography in the area, requires pedestrians to walk longer and further between points in the neighbourhood.

Finally, the main throughway in the catchment is Hammond Bay Rd., a major collector road that runs north-south through the Departure Bay Elementary catchment area. Unfortunately Hammond Bay Rd. features inconsistent pedestrian infrastructure and, based on data collected in the family take-home survey, is a major source of traffic safety-related concerns for the school community.

5.

Safety on trails

Departure Bay Elementary is bordered by two parks to the south – Woodstream Park and Wardropper Park – trails through which are heavily used by students walking to and from school from the southern end of the catchment. Additionally, the area north of the school features a number of trails and pedestrian paths, both official and unofficial, which are frequently used by students walking to and from school.



▲ The trailhead at Woodstream Park



▲ In addition to trails through parks, there are a number of official and unofficial “cut-throughs” in the catchment area.

Through the family take-home survey, parents raised concerns about the safety of children using trails in the catchment area, relating to stranger danger, wildlife (cougars in particular), trail conditions such as erosion, and steep grades, and the lack of crossing facilities from trailheads near the school.

The City of Nanaimo's Partners in Parks is a public participation program designed to bring the ideas and efforts of volunteers together with city staff and resources in order to develop and improve its parks and open spaces. The program includes a number of initiatives through which the Departure Bay Elementary community can address some of its safety concerns and help students become familiar with the parks and trails near the school.

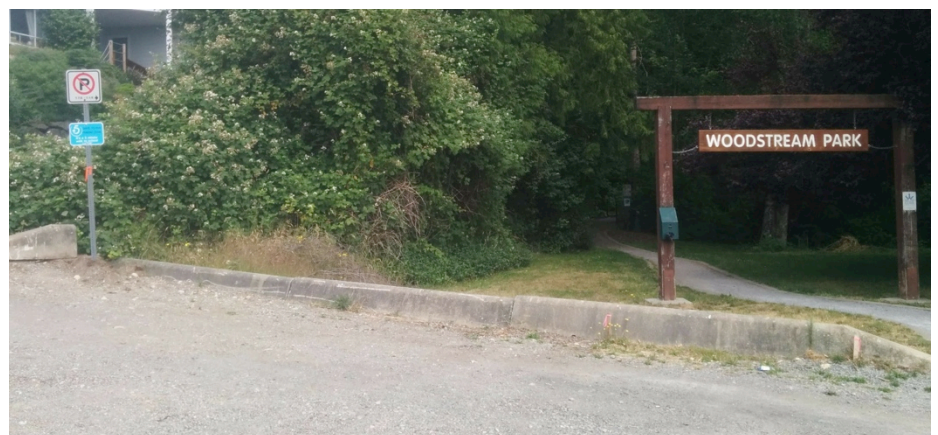
Over the course of the STP process at Departure Bay Elementary, a number of interventions were undertaken to address barriers to active school travel and encourage walking and cycling trips to school. Education and Engagement interventions inform members of the school community about active transportation;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

Interventions undertaken during the STP process at Departure Bay Elementary are detailed in the section below. Interventions identified that have yet to be undertaken can be found in Departure Bay Elementary's School Travel Action Plan (Appendix A).

Education and Engagement

Drive to Five

Drive to Five is a program that encourages parents to drop their children off at designated locations that are within a 5-minute safe and comfortable walking distance from school. Parents can either park and walk with their kids or drop them off and let them walk alone.



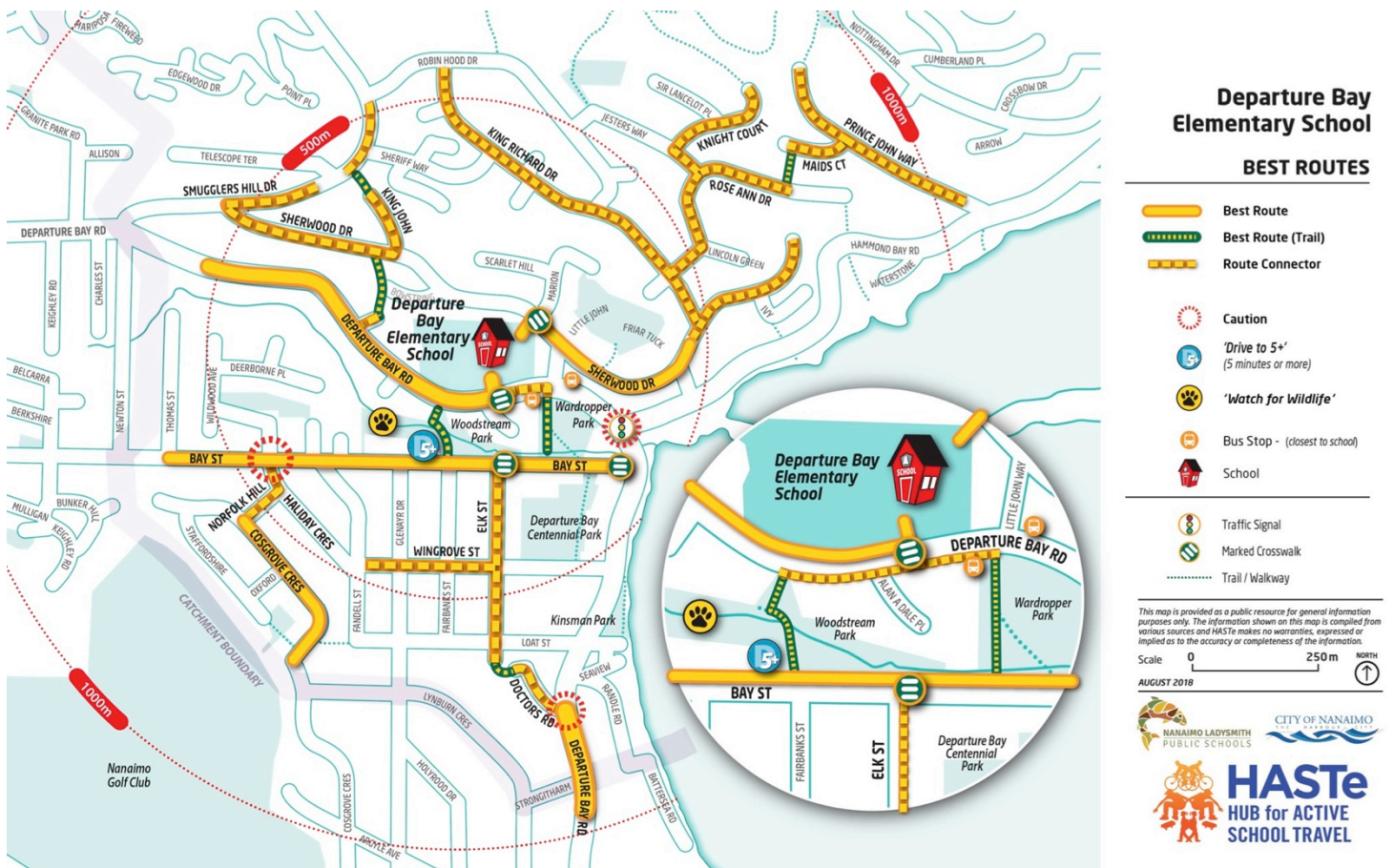
▲ Drive to Five sign installed at the Woodstream Park trailhead parking lot on Bay St.

In the spring of 2018, a Drive to Five sign was installed in the Woodstream Park parking lot on Bay St. The location was selected

for its proximity to the school, the access it provides to a popular off-street walking route, and the availability of parking.

Best Route to School Maps

A Best Routes to School Map (Appendix B) was developed for Departure Bay Elementary based on information from the family take-home surveys, the walkabout, and consultation with the school community as well as other stakeholders. The map shows the best existing walking and cycling routes to school through the Departure Bay Elementary catchment and should be updated as infrastructure changes and improves.



▲ Best Route to School Map for Departure Bay Elementary

Pop-Up Infrastructure

During the STP process, many of the transportation safety-related concerns voiced by parents at Departure Bay Elementary focussed on the lack of pedestrian infrastructure on Departure Bay Rd. Departure Bay Elementary's STP Facilitator worked with City of Nanaimo staff to develop a pop-up infrastructure installation on Departure Bay Rd. The goal of the installation was to explore the impact that improving pedestrian facilities in the school zone on Departure Bay Rd. could have on the transportation activities and experiences of the school community.



▲ Orange delineator posts create a temporary separated walking route on Departure Bay Rd.

In the spring of 2018, the City of Nanaimo installed orange delineator posts along the south side of Departure Bay Rd. between the Woodstream Park trailhead and the Wardropper Park trailhead. The posts prevented drivers from parking on the south side of Departure Bay Rd. in the school zone, and created a separated walking route along the south side of the road.



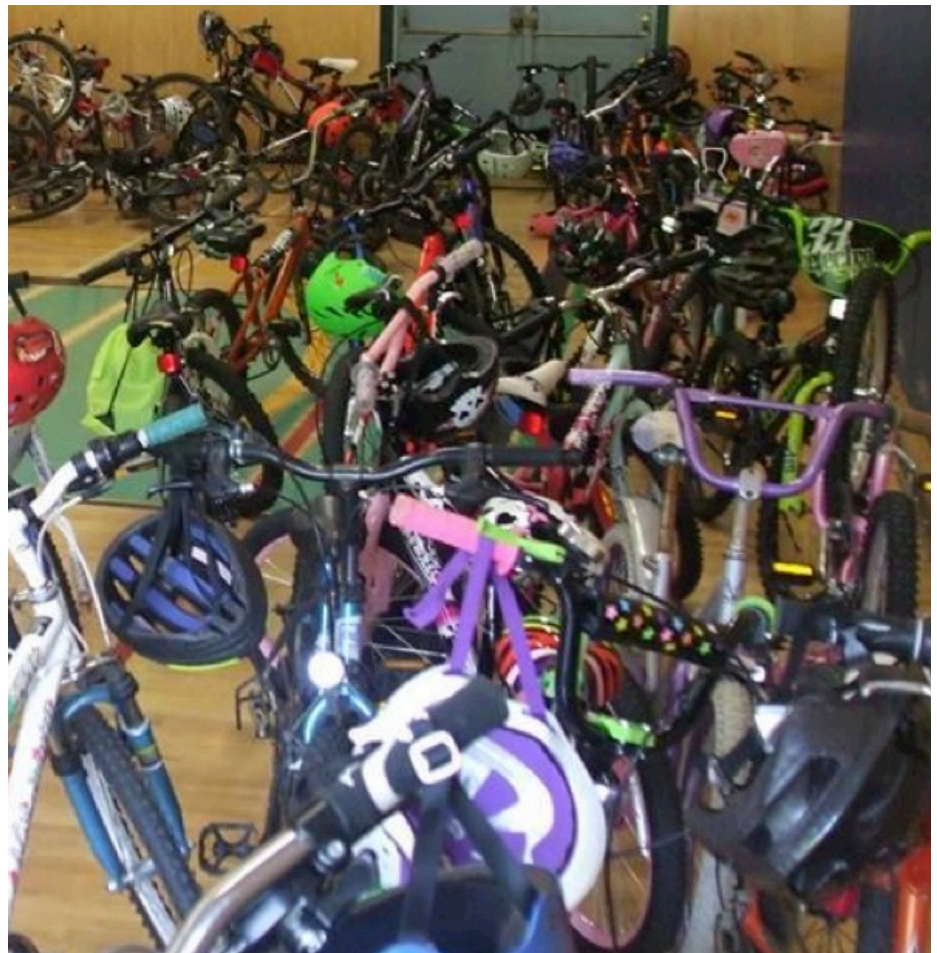
▲ Students cross Departure Bay Rd. to access the temporary separated walking route on its south side.

Encouragement

Bike to School Week

In the spring of 2018, Departure Bay Elementary students participated in Bike to School Week, an annual province-wide event that celebrates and encourages transportation cycling.

Over the course of the week-long event, 59 Departure Bay Elementary students logged 140 cycling trips to and from school, which translates to a 10% cycling mode share – a 400% increase in the rate of cycling captured by the baseline hands-up survey.



▲ A gymnasium full of bikes during Bike to School Week at Departure Bay Elementary

The formal STP process ends with the completion of the School Travel Plan – but implementation is just getting started. It is important that stakeholders continue to implement and update the School Travel Action Plan. Parent volunteers, students, teachers, and Principals can lead implementation at the school level.

Over the years, the City of Nanaimo has worked to improve conditions for active travel around schools (www.nanaimo.ca/your-government/projects). Moving forward, the City should continue to analyse, prioritize, and make improvements around the school; monitor progress; and engage directly with the school community when possible. The School Travel Plan should be considered when developing other community plans or projects that may have an impact on school travel.

Follow-up school travel data will be collected in the winter of 2019. Results and findings will be discussed with the steering committee, and the School Travel Plan will be updated with the results and any other changes. Families will be notified of the results via the school's newsletter.

School Travel Planning Members

The STP process at Departure Bay Elementary involved members of the School Travel Planning school committee and the Municipal Steering committee. Key members of each committee are listed below.

School Committee

Principal: Annette Noble

Parent: Devon Lindblad

Parent: Bonnie Stevenson

Municipal Steering Committee

City of Nanaimo Manager of Transportation: Jamie Rose

City of Nanaimo Transportation Engineer: Annalisa Fipke

City of Nanaimo Open Space Planner: Kristy Macdonald

SD68 Director of Facilities: Pete Sabo

SD68 Capital Projects Coordinator: Chris Baker

SD68 Executive Director of Communications: Dale Burgos

RCMP School Liaison Officer: Misty Dmytar

RCMP School Liaison Officer: Terry Crawford

BC Transit / RDN Superintendent of Transit Planning: Erica Beauchamp

ICBC Road Safety Coordinator: Caroline Robinson

Appendix A: School Travel Action Plan

Appendix B: Best Routes to School Map

Appendix C: Hands-up Survey

Appendix D: Family Take-home Survey

Appendix E: Baseline Survey Heat Map