



Frank Hobbs Elementary School Safer School Travel Plan

Produced by Frank Hobbs Elementary School - SST Team
In cooperation with Saanich Safer City



Saanich Safer City

Making road safety a priority

Plan completed in November 2005

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Executive Summary

The parents and staff at Frank Hobbs Elementary School have participated in the Safer School Travel program developed by Safer City to identify road safety related issues. The program strives to define priorities and create realistic solutions for addressing these issues. Frank Hobbs School worked together with key community partners to achieve this goal. Saanich Safer City Coordinator, Deborah LeFrank, contacted the school in November 2004 to encourage them to participate in the Safer School Travel program.

The solutions generated identify strategies from three key perspectives; Education, Enforcement and Engineering. The final plan identifies both short and long term goals within each focus. As part of their education strategy, Frank Hobbs School strongly advocates healthy lifestyles and fitness, encouraging students to walk and/or bike to school. The weather influences the percentage of students travelling to school by vehicle versus walk/bicycle with a fairly equal balance between the methods of travel. A school bus does not serve the school.

Frank Hobbs School is located on Haro Road in a neighbourhood of Saanich referred to as Cadboro Bay. The school has been operating from this location since 1951. At the time of this study, the student population consisted of 287 students in grades kindergarten to grade 5. A project area is determined for the SST study through a process where students define how they get to school, ie. walk, cycle or drive.

Purpose of the Safer School Travel Plan is to:

- Identify safety concerns for the student population, parents and school staff.
- Reduce congestion in the school zone and parking lot.
- Increase support for safe pedestrian and bicycle travel.
- Collaborate with the municipality, school community, school district, police, ICBC, and other stakeholders to identify and implement changes to enhance health and safety of students traveling to school.

Consultation and Research

Identifying the top road safety issues involves research and investigation;

Key steps in the process included:

- a survey distributed to all families determined mode of travel and issues;
- traffic counts and behaviour patterns at key access points to the school;
- student travel routes and the existing infrastructure in the area were mapped.

The Top Issues included:

1. Behaviour around school property – drop off limits not respected, u-turns at driveway entrance and crosswalk, security on site with stranger access during day.
1. Behaviour in project area – crosswalk visibility and parking concerns, speeding.
1. Infrastructure issues on school property – existing path condition, path connections.
1. Infrastructure issues in project area – lack of proper sidewalks, crosswalk visibility, lack of school zone signage.

Key Recommendations

- Education strategies to focus within the school community on respectful driving behaviour and safe pedestrian movement.
- Enforcement strategies to focus on reinforcing safe travel patterns and speed management.
- Engineering initiatives to focus on pedestrian infrastructure on Hobbs Street sidewalk, Hobbs & Maynard crosswalk, Haro Road sidewalk, and Edgelow Road sidewalk.

Data Collection

Travel Surveys

Surveys developed by Safer City were distributed to all school families (see attached). The survey was designed to gather the following information:

- How students travel to school during good and poor weather conditions.
- Safety and travel issues that students and their parents have.
- The routes they use to drive, walk, bicycle to get to school.

Traffic Counts and Behaviour Patterns

Traffic counts were undertaken at key locations where students and parents access the school. Driver and student behaviour patterns were noted during these counting sessions. Counts were typically done for an hour in the morning (at drop off time), and for an hour in the afternoon (at pick up time).

Infrastructure Mapping

The Safer School Travel Team walked and collected observational data on safety issues within the project area. The information collected was from two perspectives. These were a green mode of travel (walk, bicycle or bus) and a car mode of travel.



Data Analysis

Student Distribution and Existing Travel Mode to get to School

287 children were registered at Frank Hobbs Elementary School at the time of the study. This represents 227 families. 129 families returned surveys (56% of school population). Therefore, the data collected represents 56% of the school population.

MODE	Good Weather		Poor Weather	
	AM	PM	AM	PM
Car	48	45	62	56
Walk	43	44	33	38
Cycle	9	9	3	2
Transit Bus	0	1	1	2
Car Pool	0	1	1	2
TOTAL	100%	100%	100%	100%

Traffic Counts

Traffic counts were undertaken at 8 locations around the school project area. The following summary highlights locations and counts. Behaviour patterns were also noted by the volunteers and this information was included in the issue summary. Note that morning counting was done between 8:00 –9:00. Afternoon counting was done between 2:15-3:15. Counting was done for three days at each location.

Entering drop off zone at Frank Hobbs School

Morning = 82 Vehicles entering drop zone + 15 Vehicles parked in drop zone + 2 Vehicles parked up Camelot Rd + 76 Pedestrians crossing Haro at Camelot.

Afternoon = 44 Vehicles entering drop zone + 14 Vehicles parked in drop zone + 11 Vehicles parked up Camelot Rd + 86 Pedestrians crossing Haro at Camelot.

Leaving Drop off zone on School property

Morning = 79 Vehicles leaving drop zone + 25 Vehicles parked between in/out driveway + 68 Pedestrians in drop zone

Afternoon = 49 Vehicles leaving drop zone + 18 Vehicles parked between in/out driveway + 169 Pedestrians in drop zone

Haro Road past drop off at Frank Hobbs School

Morning = 17 Vehicles parked on Haro Road + 11 Vehicles parked on Sutton Rd. + 69 Pedestrians using school crosswalk

Afternoon = 31 Vehicles parked on Haro Road + 3 Vehicles parked on Sutton Rd. + 53 Pedestrians using school crosswalk

Hobbs St (Access point to school)

Morning = 6 Vehicles parked on west side of Hobbs + 1 Vehicle parked on east side of Hobbs + 43 pedestrians using crosswalk to access pathway

Afternoon = 11 Vehicles parked on west side of Hobbs + 2 Vehicles parked on east side of Hobbs + 90 pedestrians using pathway to access crosswalk

Hobbs St and Maynard St (Access point to school)

Morning = 4 Vehicles parked on north side of Maynard St + 0 Vehicles parked on south side of Maynard St + 97 Vehicles heading to Arbutus + 101 Vehicles heading to Sinclair

Afternoon = 6 Vehicles parked on north side of Maynard St + 14 Vehicles parked on south side of Maynard St + 92 Vehicles heading north to Arbutus + 102 Vehicles heading south to Sinclair

Queenswood Dr & Hobbs St at Arbutus Road

Morning = 198 Vehicles traveling west on Arbutus + 178 Vehicles traveling east on Arbutus + 6 Pedestrians using crosswalk

Afternoon = 195 Vehicles traveling west on Arbutus + 171 Vehicles traveling east on Arbutus + 9 Pedestrians using crosswalk

Lam Circle

Morning = 3 Vehicles dropping students off at path + 0 Vehicles parking and parents walking with students + 65 Pedestrians using path

Afternoon = 0 Vehicles dropping students off at path + 1 Vehicle parked and parent walking with students + 63 Pedestrians using path

Haro Rd at Arbutus Rd

Morning = 117 Vehicles turning onto Haro + 75 Vehicles turning left onto Arbutus + 54 Vehicles turning right onto Arbutus + 10 Pedestrians accessing the crosswalk

Afternoon = 99 Vehicles turning onto Haro + 76 Vehicles turning left onto Arbutus + 27 Vehicles turning right onto Arbutus + 12 Pedestrians accessing the crosswalk

Conclusions and Observations from Traffic Counts:

- There is a significant amount of congestion within the drop zone which conflicts with the high volume of pedestrian traffic.
- A large number of students access the school via the Camelot/Haro crosswalk.
- Crosswalk at Haro/Sutton gets slightly lower volume of student use.
- Hobbs Street has a large volume of traffic moving both north and south.
- The access path at Hobbs and Maynard is very popular.
- Crosswalks on Arbutus do not have a large number of students using them.
- Lam Circle and UVIC generate a significant number of students with a low volume of traffic

Routes to School and Infrastructure Mapping

Mapping of the existing infrastructure resulted in becoming more intimate with the Cadboro Bay neighbourhood surrounding the school. The mapping process highlighted key areas of concern by including the routes being taken to school and the extent of the existing infrastructure. The maps are fairly large and detailed however reduced copies are inserted at the back of this report. The information gathered in this phase of the SST process was incorporated into the final list of issues.

Safer School Travel Issues

A wide variety of safety issues were identified on the surveys. Within the SST process, there is a consolidating phase where issues are reviewed and assessed for relevancy.

The core SST team reviews the overall list of issues and determines which issues will be presented to the stakeholder committee. The stakeholder committee had representation from the school district, municipal engineering, planning and parks departments, school principal, SST team leader, community association, and transit.

Final List of Issues

**Endorsed by the stakeholder group at a meeting on July 6, 2005.
These issues reflect the key concerns of the school community.**

Issue #1 - Behaviour Issues on School Property:

- a. Drivers leave their vehicles in school drop off zone causing congestion.
- a. Vehicles try to steer around parked vehicles as children being dropped off.
- a. Drivers rushing in and out of parking lot & drop off zone.
- a. Drivers make u-turns at crosswalk at Haro & Camelot.
- a. Security issues with strangers accessing school property during daytime.

Issue #2 - Behaviour Issues within Project Area:

- a. **Hobbs at Maynard** crosswalk - vehicles don't stop for pedestrians in crosswalk - vehicles park too close to crosswalk and block sightlines for both drivers & pedestrians.
- a. **Haro at Sutton** – visibility issues with cars parking too close to corner, quick turns onto streets without looking for students.
- a. **Haro at Arbutus Woods** - pedestrians cross at woods entrance (not at crosswalk).
- a. **Sinclair at Cadboro Bay Rd** - drivers ignore pedestrian traffic at four way stop.
- a. **Speeding** on Hobbs St., Arbutus Rd., Edgelow St., Tudor Rd.
- a. **Haro Rd** - speeding even with speed humps, including in front of preschool.
- a. **Gordon Head & Edgelow** – Drivers don't look for pedestrians before turning.

Issue #3 - Infrastructure Issues on School Property:

- a. Lack of pedestrian connection between Frank Hobbs School and Arbutus Grove Preschool.
- a. Path from Hobbs St toward school is in poor condition, uneven, dark in winter.
- a. Fence openings onto school property should be stroller friendly.

Issue #4 - Infrastructure Issues within Project Area:

A - SIDEWALK ISSUES

- a. **Haro Rd** between main school crosswalk and Arbutus Grove Preschool - no defined sidewalk combined with parking creates situation where students must walk on the road to get around cars – including preschool students being transferred to school.
- a. **Haro Rd at School Crosswalk** - ditch/sloping area behind sidewalk very steep.
- a. **Hobbs St** - lack of proper sidewalks, parking on existing paved shoulder, main pedestrian link to school.
- a. **Cadboro Bay Rd** - lack of sidewalks on west side connecting residential streets to village.
- a. **Arbutus Rd (from Finnerty to Hobbs)** - south sidewalk separated from busy traffic by simple curb, too narrow, parking on opposite side of street causes traffic to move toward south side.
- a. **Arbutus Rd (from Hobbs to Telegraph Bay Rd)** - No sidewalk on north side of street.
- a. **Edgelow Rd** from front of Arbutus School to Finnerty - sidewalks not continuous.

B - CROSSWALKS:

- a. **Hobbs & Maynard** - significant visibility issues at existing crosswalk.
- a. **Haro & Sutton** – parking issues, visibility issues, students traveling down Sutton with no sidewalks.
- a. **Finnerty and Edgelow** - Poor sightlines, vehicles need to pull into crosswalk to see - north views are restricted. No crossing guard in place.
- a. **Arbutus & Queenswood** - Poor sightlines due to vegetation and hydro pole
- a. **Arbutus (between Hobbs and Telegraph Bay Rd)** – Lack of crosswalks.
- a. **Cadboro Bay Rd between Sinclair and Arbutus** - Lack of crosswalks along entire stretch of road – poor sightlines in particular between Maynard & Penhryn.
- a. **Gordon Head & Edgelow** - Poor sightlines cause vehicles to extend into crosswalk, busy intersection difficult to cross in vehicle without using pedestrian controlled light.

MISCELLANEOUS:

- a. **Hobbs Street** - No school zone signs yet significant amount of traffic.
- a. **Haro at Camelot** - restrictions within turnaround area.

General Conclusions

Frank Hobbs Elementary School has solid parent and administrative support for their Safer School Travel (SST) plan. There have been on going road safety initiatives underway at this school for a number of years. The school does strive to promote fitness amongst students and walking or cycling to and from school is part of this goal.

The strength of the Safer School Travel program lies in the commitment of the stakeholders to participate in resolving road safety issues. These strategies focus on long term and short term goals within the framework of three main categories, Education, Enforcement and Engineering. Together we can make a safer community for our students.

Frank Hobbs School

Issue #1 - Behaviour Issues on School Property:

- a. Drivers leave their vehicles in school drop off zone causing congestion.
- a. Vehicles try to steer around parked vehicles as children being dropped off.
- a. Drivers rushing in and out of parking lot & drop off zone.
- a. Drivers make u-turns at crosswalk at Haro & Camelot.
- a. Security issues with neighbours/strangers accessing school property during daytime.



CONGESTION IN DROP OFF/PICK UP ZONE

Frank Hobbs School

Issue #1 - Behaviour Issues on School Property:

- a. Drivers leave their vehicles in school drop off zone causing congestion.
- b. Vehicles try to steer around parked vehicles as children being dropped off.
- c. Drivers rushing in and out of parking lot & drop off zone.
- d. Drivers make u-turns at crosswalk at Haro & Camelot.
- e. Security issues with neighbours/strangers accessing school property during daytime.

Strategy Details		Priority	Action By	Funding Source	Projected timing	Progress
EDUCATION	SHORT TERM					
	Reinforce circulation and pick up/drop off restrictions with Principal and parent parking patrol. Focus efforts at beginning of year and after holidays.	High	Principal with SST Team	Annual PAC-SST budget of \$250.	2005	
	Review greenways trail on Saanich maps and website. Review trail alignment to connect to Goward House property and Haro Woods.	High	Saanich Parks	Saanich Parks	2005	
	LONG TERM					
	On going education and reinforcement in school newsletter, on SST bulletin board and on school website.	High	Principal and SST Team	Not required	On going	
	Regular insert into Cadboro Bay Res. Assn. newsletter.	High	SST Team	Not required	On going	
ENFORCEMENT	SHORT TERM					
	Use delineator poles to define specific travel patterns.	High	Principal with SST Team	SST budget	On going	
	LONG TERM					
	Continue regular enforcement in Cadboro Bay area.	Med	Saanich Police	Saanich Police	On going	
School patrol recommended to be installed at Haro and Camelot to highlight crosswalk use and reduce U-turns at driveway entrance.	Med	Principal	SD61	On going		

	Strategy Details	Priority	Action By	Funding Source	Projected timing	Progress
ENGINEERING	SHORT TERM					
	Refresh paint and review road markings to clarify pick up/drop off zone.	High	SD61	SD61	2005	
	Review signage in school driveway to restrict movement and reinforce flow patterns.	High	SD61	SD61	2005	
	Provide additional signage to reinforce access restrictions during school hours.	High	SD61	SD61	2005	
	LONG TERM					
Install sign at Haro and Camelot corner – “No U Turn”.	Med	Saanich Eng	Saanich	2006		
Install sign at Haron and Camelot corner – “No Exit”.						

Note: Final approvals are contingent on Municipal Council and School Board budget process.

Frank Hobbs School

Issue #2 - Behaviour Issues within Project Area:

- a. **Hobbs at Maynard** crosswalk - vehicles don't stop for pedestrians in crosswalk - vehicles park too close to crosswalk and block sightlines for both drivers & pedestrians.
- b. **Haro at Sutton** – visibility issues with cars parking too close to corner, quick turns onto streets without looking for students.
- c. **Haro at Arbutus Woods** - pedestrians cross at woods entrance (not at crosswalk).
- d. **Sinclair at Cadboro Bay Rd** - drivers ignore pedestrian traffic at four way stop.
- e. **Speeding** on Hobbs St., Arbutus Rd., Edgelow St., Tudor Rd.
- f. **Haro Rd** - speeding even with speed humps, including in front of preschool.
- b. **Gordon Head & Edgelow** – Drivers don't look for pedestrians before turning.



HOBBS AND MAYNARD CROSSWALK

Frank Hobbs School

Issue #2 - Behaviour Issues within Project Area:

- g. **Hobbs at Maynard** crosswalk - vehicles don't stop for pedestrians in crosswalk - cars park too close to crosswalk and block sightlines for both drivers & pedestrians.
- h. **Haro at Sutton** – visibility issues with cars parking too close to corner, quick turns onto streets without looking for students.
- i. **Haro at Arbutus Woods** - pedestrians cross at woods entrance (not at crosswalk).
- j. **Sinclair at Cadboro Bay Rd** - drivers ignore pedestrian traffic at four way stop.
- k. **Speeding** on Hobbs St., Arbutus Rd., Edgelow St., Tudor Rd.
- l. **Haro Rd** - speeding even with speed humps, including in front of preschool.
- c. **Gordon Head & Edgelow** – Drivers don't look for pedestrians before turning.

Strategy Details		Priority	Action By	Funding Source	Projected Timing	Progress
EDUCATION	SHORT TERM					
	Reinforce positive driver behaviour through school newsletter and SST bulletin board.	High	Principal	Not required	On going	
	LONG TERM					
	Request regular rotation of speed watch on Hobbs.	Med	SST Team	Not required	On going	
ENGINEERING	SHORT TERM					
	Install school zone signs on Hobbs Street.	High	Saanich Eng	Saanich Eng. Budget	2005	Done
	Restrict parking near crosswalk at Hobbs & Maynard.					
	LONG TERM					
	Provide pedestrian activated solar beacons at crosswalk at Hobbs & Maynard.	High	District of Saanich	Saanich Eng.	2006	
Consider curb bulge at Maynard Park side of crosswalk.	High	District of Saanich	Saanich Eng.	2006		
Maintain speed humps on Haro Road. Consider additional hump closer to preschool entrance.	High	District of Saanich	Saanich Eng.	2006		

Note: Final approvals are contingent on Municipal Council and School Board budget process.

Frank Hobbs School

Issue #3 - Infrastructure Issues on School Property:

- a. Lack of pedestrian connection between Frank Hobbs School and Arbutus Grove Preschool.
- b. Path from Hobbs St toward school is in poor condition, uneven, dark in winter.
- c. Fence openings onto school property should be stroller friendly.



PATH CONDITION BEHIND SCHOOL CONNECTING TO HOBBS AND MAYNARD

Frank Hobbs School

Issue #3 - Infrastructure Issues on School Property:

- a. Lack of pedestrian connection between Frank Hobbs School and Arbutus Grove Preschool.
- b. Path from Hobbs St toward school is in poor condition, uneven, dark in winter.
- c. Fence openings onto school property should be stroller friendly.

Strategy Details		Priority	Action By	Funding Source	Projected Timing	Progress
EDUCATION	SHORT TERM					
	Reinforce pedestrian access to gates in fence along Haro Road to avoid walking on road.	High	Principal	Not required	On going	
ENGINEERING	SHORT TERM					
	Upgrade existing path connecting Hobbs Street to back of School.	High	SD61	SD61	2005	Done
	Provide wider openings at existing gates to allow for strollers to access school.	High	SD61	SD61	2005	
	LONG TERM					
Provide connecting path between Preschool and Frank Hobbs inside existing fence.	High	Preschool & SD61	Preschool & SD61	2006		
Provide openings in existing fence to access new path.	High	SD61	SD61	2006		

Note: Final approvals are contingent on Municipal Council and School Board budget process.

Frank Hobbs School

Issue #4 - Infrastructure Issues within Project Area:

SIDEWALK ISSUES

- a. **Haro Rd** between main school crosswalk and Arbutus Grove - no defined sidewalk combined with parking creates situation where students must walk on the road to get around cars – including preschool students being transferred to school.
- b. **Haro Rd at School Crosswalk** - ditch/sloping area behind sidewalk very steep.
- c. **Hobbs St** - lack of proper sidewalks, parking on existing paved shoulder, main pedestrian link to school.
- d. **Cadboro Bay Rd** - lack of sidewalks on west side connecting residential streets to village.
- e. **Arbutus Rd (from Finnerty to Hobbs)** - south sidewalk separated from busy traffic by simple curb, too narrow, parking on opposite side of street causes traffic to move toward south side.
- f. **Arbutus Rd (from Hobbs to Telegraph Bay Rd)** - No sidewalk on north side of street.
- g. **Edgelow Rd** from front of Arbutus School to Finnerty - sidewalks not continuous.

CROSSWALKS:

- a. **Hobbs & Maynard** - significant visibility issues at existing crosswalk.
- b. **Haro & Sutton** – parking issues, visibility issues, students traveling down Sutton with no sidewalks.
- c. **Finnerty and Edgelow** - Poor sightlines, vehicles need to pull into crosswalk to see - north views are restricted. No crossing guard in place.
- d. **Arbutus & Queenswood** - Poor sightlines due to vegetation and hydro pole
- e. **Arbutus (between Hobbs and Telegraph Bay Rd)** – Lack of crosswalks.
- f. **Cadboro Bay Rd between Sinclair and Arbutus** - Lack of crosswalks along entire stretch of road – poor sightlines in particular between Maynard & Penhryn.
- g. **Gordon Head & Edgelow** - poor sightlines cause vehicles to extend into crosswalk, busy intersection difficult to cross in vehicle without using pedestrian controlled light.

MISCELLANEOUS:

- a. **Hobbs Street** - No school zone signs yet significant amount of school and community traffic
- b. **Haro at Camelot** - restrictions within turnaround area.

Frank Hobbs School

Issue #4 A - Infrastructure Issues within Project Area:

SIDEWALK ISSUES

- a. **Haro Rd** between main school crosswalk and Arbutus Grove Preschool - no defined sidewalk combined with parking creates situation where students walk around behind cars – including preschool students being transferred to school.
- b. **Haro Rd at School Crosswalk** - ditch/sloping area behind sidewalk very steep.
- c. **Hobbs St** - lack of proper sidewalks, parking on existing paved shoulder, main pedestrian link to school.
- d. **Cadboro Bay Rd** - lack of sidewalks on west side connecting residential streets to village.
- e. **Arbutus Rd (from Finnerty to Hobbs)** - south sidewalk separated from busy traffic by simple curb, too narrow, parking on opposite side of street causes traffic to move toward south side.
- f. **Arbutus Rd (from Hobbs to Telegraph Bay Rd)** - No sidewalk on north side of street.
- g. **Edgelow Rd** from front of Arbutus School to Finnerty - sidewalks not continuous.

Strategy Details		Priority	Action By	Funding Source	Projected Timing	Progress
EDUCATION	SHORT TERM					
	Distribute Best Routes Map to all parents and students. Organize official launch of SST map and program. Develop active SST Team at school. Promote Way to Go! initiatives.	High	Principal w/ SST Team & Safer City	SST Team Budget with Autoplan Brokers	2005	
	LONG TERM					
	Promote alternative modes of travel and alternative pickup and drop off locations. Use ICBC curriculum to reinforce road safety strategies.	High	Principal with SST Team	\$250. annual PAC	On going	

	Strategy Details	Priority	Action By	Funding Source	Projected timing	Progress
ENGINEERING	SHORT TERM					
	Create staging area adjacent to existing sidewalk at crosswalk at Haro and Sutton. Existing ditch to be infilled with retaining wall.	High	Saanich Eng.	Saanich	2006	
	Fence expansion to accommodate level staging area at crosswalk.	High	SD61	SD61	2006	
	Hobbs Street sidewalk upgrade between Killarney and Maynard with extruded curb.	High	Saanich Eng.	Saanich	2006	
	Provide continuous sidewalk in front of Arbutus School on Edgelow Road. Obtain support from Middle School.	High	Saanich Eng.	Saanich Eng.	2006	
	LONG TERM					
	Hobbs Street sidewalk upgrade between Arbutus and Sinclair with continuous extruded curb.	Med	Saanich Eng.	Saanich Eng.	2007	
	Haro Road sidewalk expansion to be reviewed with intention to connect sidewalk at crosswalk to preschool driveways.	Med	Saanich Eng.	Saanich Eng.	2007	
	Provide support to Cadboro Bay Village Business Improvement Associaton, for pedestrian improvements in village area.	Med.	SST Team	Not required	On going	
	Expand width of existing sidewalk along Arbutus Road.	Low	Saanich Eng.	Saanich Eng.	2010	

Note: Final approvals are contingent on Municipal Council and School Board budget process.

Frank Hobbs School

Issue #4 B - Infrastructure Issues within Project Area:

CROSSWALKS:

- a. **Hobbs & Maynard** - significant visibility issues at existing crosswalk.
- b. **Haro & Sutton** – parking issues, visibility issues, students traveling down Sutton with no sidewalks.
- c. **Finnerty and Edgelow** - Poor sightlines, vehicles need to pull into crosswalk to see in particular north views are restricted.
- d. **Arbutus & Queenswood** - Poor sightlines due to vegetation and hydro pole
- e. **Arbutus (between Hobbs and Telegraph Bay Rd)** – Lack of crosswalks.
- f. **Cadboro Bay Rd between Sinclair and Arbutus** - Lack of crosswalks along entire stretch of road.
- g. **Gordon Head & Edgelow** - poor sightlines cause vehicles to extend into crosswalk, busy intersection difficult to cross in vehicle without using pedestrian controlled light.

MISCELLANEOUS:

- a. **Hobbs Street** - No school zone signs yet significant amount of school and community traffic
- b. **Haro at Camelot** - restrictions within turnaround area.

Strategy Details		Priority	Action By	Funding Source	Projected Timing	Progress
EDUCATION	SHORT TERM					
	Distribute Best Routes Map to all parents and students. Reinforce good pedestrian and driving practices in school newsletter.	High	Principal w/ SST Team & Safer City	SST Team Budget with Autoplan Brokers	2005	
	LONG TERM					
	Promote alternative modes of travel and alternative pickup and drop off locations.	High	Principal with SST Team	\$250. annual PAC	On going	

	Strategy Details	Priority	Action By	Funding Source	Projected timing	Progress
ENGINEERING	SHORT TERM					
	Install school zone sign on Hobbs Street.	High	Saanich Eng.	Saanich	2005	Done
	Restrict parking near crosswalk at Hobbs & Maynard.	High	Saanich Eng	Saanich	2005	Done
	Finnerty at Edgelow – paint stop line in front of crosswalk.	High	Saanich Eng	Saanich	2005	
	Arbutus at Queenswood – regular maintenance of vegetation clearing.	High	Saanich	Public Works	2005	
	LONG TERM					
	Provide pedestrian activated solar beacons at crosswalk at Hobbs & Maynard	Med	Saanich Eng.	Saanich Eng.	2006	
	Curb bulge at Maynard Park side of crosswalk	Med	Saanich Eng.	Saanich Eng.	2007	
	Haro at Camelot – assess turnaround area for parking restrictions during school hours.	Med.	SST Team	Saanich Eng.	2006	
	Cadboro Bay Road at Tudor – review in future in conjunction with Community Assn. Initiatives.	Low	Saanich Eng.	Unknown	2006	

Note: Final approvals are contingent on Municipal Council and School Board budget process.

Summary

Significant effort has been made by the Frank Hobbs Elementary School community to identify key concerns that affect the safety of children travelling to school. It is the role of the SST Team and the relevant stakeholders to review the issues and information brought forward and to seek realistic strategies to mitigate these concerns.

By incorporating education, enforcement and engineering strategies together the Safer School Travel (SST) plan strives to achieve participation by parents, stakeholders and the neighbourhood community to make positive change.

Behaviour concerns are the most difficult to effect as it takes a conscious shift by the school community and the general public to be a part of the solution. At the same time behaviour changes cost very little and can have an immediate and long lasting impact.

This report details many engineering solutions that will require significant capital funding. Like many municipalities and school districts, Saanich and School District 61 have budgets that are tight and are stretched in many directions. The SST plan for Frank Hobbs Elementary School seeks to prioritize and identify the strategies that will have the greatest impact on road safety concerns in this community.

Let us look forward to Safer School Travel around Frank Hobbs School!

Acknowledgements

It takes commitment and community to make this plan a reality.

Without the participation of following people,
the Safer School Travel Plan for Frank Hobbs Elementary School
would not be possible.

Many thanks to.....

Diane Marshall, principal at Frank Hobbs School

Joanna Meyerstein, SST team leader at Frank Hobbs School

Duane Woods, SST data wizard at Frank Hobbs School

Seamus Howley, operations manager at Greater Victoria School District 61

Larry Crawford & Murray Walker, engineering technicians at District of Saanich

Mike Goldsworthy, parks technician at District of Saanich

Harold Stanley, planner at District of Saanich

Liz Miller, new SST Team leader & representative of Cadboro Bay Residents Assn.

Jenni Aitken, representative of Goosey Gander preschool

Cst. Michael Gee, school liaison officer with Saanich Police

Deborah LeFrank, coordinator for Saanich Safer City

November 2005



**Together we can make Frank Hobbs School,
A Safer School for 2005
Building For The Future**

February 3, 2005

Dear Parents/ Guardians,

We are currently working with Saanich Safer City to develop a Safer School Travel Plan for Frank Hobbs School. Our goal is to identify safety concerns and pro-active solutions that will address road safety from three perspectives – Engineering, Enforcement & Education.

Please return to school in your child’s agenda book by Friday, February 11th.

Number of children attending Frank Hobbs School: _____ What grades? _____

- 1. Indicate your most frequent mode of travel when going to and from school – depending on the following weather conditions:**

Mode of Travel	Good Weather Conditions		Poor Weather Conditions	
	Morning	Afternoon	Morning	Afternoon
Car				
Car Pool				
Walk				
Bicycle				
City Bus				

- 2. Do you usually travel to school by car? If yes, what would encourage you to switch to other ways of travel?**

3. Map your usual route to school

On the attached map please mark your child's usual route to school. If your route begins beyond the map, start marking at the place where you join the map. If the route home in the afternoon differs from the morning route, please mark this second route and identify it as p.m.

Please use the following colours to indicate your mode of travel

- Car - red
- Car pool - yellow**
- Walk - green
- Bicycle - blue
- City Bus - orange

4. Do you have any Road Safety Concerns?

Please give details of any safety concerns that you have. Use the map to circle the specific area that you have an issue with. Number your issues if necessary so we know clearly where and what your concerns are.

5. Please give us your suggestions or comments that could be considered for the Safer School Travel plan for Frank Hobbs School.

These suggestions can be related to the school zone, to your child's travel route, to areas within the school property. Any ideas are welcome.

6. Community Involvement

Are you interested in getting involved in this project? Yes / No

Name: _____

Telephone Number: _____ **Email Address:** _____

**Thank you very much for participating in this project.
We appreciate any input your might have to make this a safer school for our children.**

