

**Appendix A: Proposed School Selection Criteria**

<u>Criteria</u>	<u>Rationale</u>
<p><u>Eligible schools:</u></p> <p>All public and private K-8 schools within the CRD that have 100 or more students</p>	<p>Public and private schools both produce congestion and additional car trips.</p> <p>Safety of all children is important regardless if they go to public or private school.</p> <p>The pilot program proved most successful with elementary and middle schools.</p> <p>High schools require a different approach including school district engagement (parking), student engagement, BC Transit, etc.</p> <p>Minimum enrollment allows us to reach more students for greater impact and program delivery efficiency.</p>
<p><u>Required support:</u></p> <ul style="list-style-type: none"> <li>• Municipal/local government staff support <ul style="list-style-type: none"> <li>○ Written confirmation of commitment to participate</li> <li>○ Schools with catchments in more than one municipality require support for each applicable municipality</li> </ul> </li> <li>• School support <ul style="list-style-type: none"> <li>○ Written confirmation of principal support, as a representative of the school district</li> <li>○ Written confirmation of PAC support</li> </ul> </li> </ul>	<p>Municipal support - The pilot project showed that municipal involvement is key to the successful delivery and implementation of the program.</p> <p>School support - The pilot project showed that the schools with the most engaged principals and PACs experienced the greatest increases in walking and cycling.</p>
<p><u>Prioritization criteria:</u></p> <p>Eligible schools with the required support, will then be ranked based on the following criteria:</p> <ul style="list-style-type: none"> <li>• School has previously completed school travel planning through a CRD program <ul style="list-style-type: none"> <li>○ No – 10 points</li> </ul> </li> </ul>	<p>Intent of this criteria is to first prioritize schools that have not yet had travel plans prepared.</p>

<ul style="list-style-type: none"> <li>○ Yes, but not in the past 5 years – 5 points</li> <li>○ Yes, in past 5 years – 0 points</li> </ul>	
<ul style="list-style-type: none"> <li>• School demonstrates commitment to healthy school (comprehensive school health) or environmental programming, and/or school/school district commitment to infrastructure improvements. <ul style="list-style-type: none"> <li>○ Yes, both programming and funding – 10 points</li> <li>○ Yes, either – 5 points</li> <li>○ No – 0 points</li> </ul> </li> </ul>	<p>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.</p> <p>Program will be most successful at shifting travel modes if necessary supporting infrastructure improvements, including those on school grounds, are planned and implemented.</p>
<ul style="list-style-type: none"> <li>• Commitment from municipality to provide funding/priority planning for infrastructure improvements in school catchment. <ul style="list-style-type: none"> <li>○ Yes, 2 or more municipalities (for schools with multi-municipal catchments) – 10 points</li> <li>○ Yes, 1 municipality – 5 points</li> <li>○ No – 0 points</li> </ul> </li> </ul>	<p>Program will be most successful at shifting travel modes if necessary supporting infrastructure improvements are planned and implemented.</p> <p>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.</p> <p>Credibility of the program and of the municipality depends on reasonable walking/biking infrastructure improvements being completed in a timely manner</p>
<ul style="list-style-type: none"> <li>• Serious safety concerns/past incident identified by school or municipality <ul style="list-style-type: none"> <li>○ Major concerns/incidents (hospitalization) – 10 points</li> <li>○ Minor concerns/incidents (school report) – 5 points</li> <li>○ No concerns/incident – 0 points</li> </ul> </li> </ul>	<p>Traffic safety was identified as a key deterrent for parents allowing their children to walk or bike to school.</p>
<ul style="list-style-type: none"> <li>• Students living within proximity of the school <ul style="list-style-type: none"> <li>○ More than 50% of students live within 3km – 10 points</li> <li>○ 30 – 50% of students live within 3km – 5 points</li> <li>○ Less than 30% of students live within 3km – 0 points</li> </ul> </li> </ul>	<p>Distance between home and school affects the likelihood that a child will be able to walk or bike to school.</p>