

**SKAHA LAKE
MIDDLE SCHOOL**

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SKAHA LAKE ELEMENTARY SAFE ROUTES TO SCHOOL

FINAL REPORT

April 2025



PREPARED FOR:

City of Penticton

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1 INTRODUCTION

In 2021, the City of Penticton adopted a Transportation Master Plan (TMP) that seeks to create and manage a safe transportation system that supports all ages, abilities and modes of transportation. A key goal identified in the TMP is to ensure residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, jobs and other destinations in safety and comfort.

The City of Penticton has partnered with Parkway Elementary School (which will be moved into the existing Skaha Lake Middle school) to help identify safe routes to school using active transportation. Informed through best practices and community engagement. This plan establishes a best routes map and action plan that supports safe and comfortable environments for students to walk, wheel and roll to school, wherever possible. The Safe Routes to School Plan is a joint effort to implement infrastructure, programs and educational materials. An action plan is included in this Safe Routes to School Plan that identifies responsibilities for improvements and actions by various stakeholders including the City of Penticton, School District 67 (SD67), school administration and the Parent Advisory Committee (PAC). The plan is intended to serve as a living document that should be reviewed annually by the City with input from the school and will be used to guide infrastructure upgrades identified through this process.

The purpose of the planning process has been to empower individuals and groups to work with their school community to plan initiatives that increase safety for students traveling to school, and to increase the number of students traveling to school in a physically active manner (walking, cycling, riding a scooter, etc.).



1.1 Benefits of Active Transportation

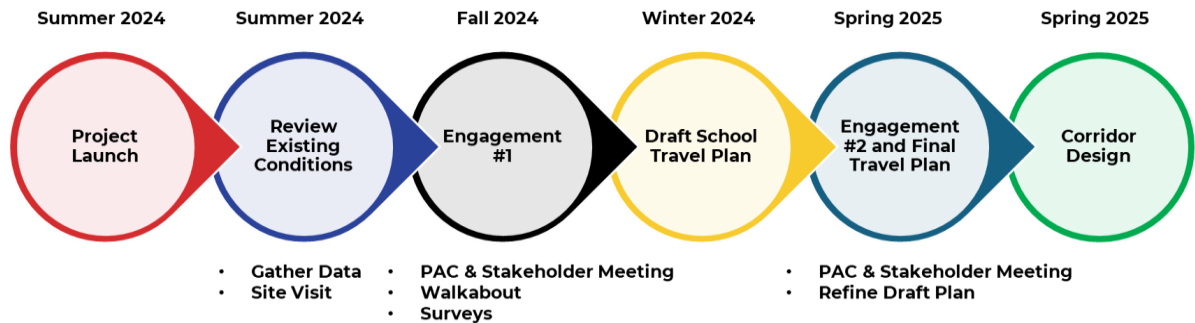
There are several reasons why promoting active transportation to and from school is important, including:

- **Health:** The Public Health Agency of Canada recommends children and youth aged 5-17 get at least one hour of physical activity a day. Walking, rolling, or cycling to school can help students become more active and create good habits for an active lifestyle.
- **Friends, Family, and Community:** Active travel promotes social connections with friends, family, and neighbours and creates safer communities.
- **Academic Performance:** Students that walk or roll to school arrive more alert and ready to learn, have better concentration in class, and are happier. Active transportation has also been shown to increase alertness and grades at school.
- **Environment:** Reducing the number of car trips to school decreases greenhouse gas emissions. Reducing emissions is a step in the right direction for climate action in our community.
- **Reduced traffic impacts:** Getting more people out of their vehicles helps to reduce motor vehicle congestion, parking problems, and safety concerns, which are especially evident at pick-up and drop-off (PUDO) times around schools. Large numbers of motor vehicles entering and exiting school sites can create safety and congestion issues that affect not only the school community, but the neighbourhood at large.
- **Lifelong Skills:** Walking, rolling, and cycling are fun for students and helps promote positive perspectives towards physical activity and teaches the importance of individual health.
- **Independence:** Active travel builds confidence and promotes independence. Travelling actively allows students to reach destinations on their own, encourages students to navigate and explore the City, and helps foster independence.



1.2 Process

Skaha Lake Elementary was identified as the next school to receive a Safe Routes to School Plan by the City of Penticton and the process was officially launched in June 2024. The City of Penticton oversaw the process at Skaha Lake Elementary with support from consultants, whose team included professional transportation planners and engineers. The project team worked closely with school administration, staff, PAC, and students to gather information and coordinate events. The project process that was conducted is summarized in the following graphic and described in further detail below:



- **Kick-off Meeting (June 6, 2024):** The project team met with Parkway Elementary administration to kick-off the project and identify initial transportation issues.
- **Site Visit (June 11, 2024):** The project team examined the school site during PUDO to better understand transportation challenges and opportunities. The surrounding catchment area was also examined for its current state of infrastructure.
- **PAC Meeting (October 7, 2024):** The project team met with the Parkway Elementary PAC to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.
- **Community Survey (October 28, 2024 to November 15, 2024):** An online family survey was conducted on the City's *Shape Your City* platform and promoted to the school community to better understand students and their family's travel to school (mode share), as well as travel behaviours and attitudes and overall traffic safety concerns that affect parents' decision to allow children to walk or bicycle to school.
- **Student Survey (January 2025):** In addition to the community survey, students at Parkway Elementary participated in a classroom 'hands-up' survey where they were asked what mode of transportation they used to go to and from school that day.
- **Draft School Travel Plan (February 2025):** Based on the survey findings from the facilitated engagement activities, a draft School Travel Plan was developed by the project team.
- **PAC Meeting (April 2025):** The project team met with the Parkway Elementary PAC to share the draft School Travel Plan and collect feedback for refinement.
- **Final School Travel Plan and Corridor Designs (April 2025):** Final School Travel Plans were submitted with feedback from the PAC. This plan is meant to serve as a living document and may adapt to the future needs of Skaha Lake Elementary.

2 SKAHA LAKE ELEMENTARY SCHOOL OVERVIEW

Skaha Lake Elementary will be opened for the 2025/2026 school year within the existing Skaha Lake Middle School. The school is located at 110 Green Avenue in the City of Penticton, BC. Skaha Lake Elementary will be a public school for students that is transitioning from a middle school (Grades 6 to 8) into an elementary school (Kindergarten to Grade 7) over three years beginning in 2025/2026 under SD67's Long Range Facilities Plan. As part of this transition, most students in the Parkway Elementary catchment area will fall under the new Skaha Elementary catchment area. A new childcare facility with 80 spaces is under construction at Skaha Elementary School and is expected to open in the fall of 2025.

Students attending Skaha Lake Elementary School predominantly travel from the north, south, and west part of the City. Skaha Lake Elementary School is located south of the downtown area near Skaha Lake. The school is surrounded by predominantly residential land use with a mix of residential and commercial along Skaha Lake Road. An overview of Skaha Lake Elementary and the surrounding transportation network is shown in **Map 1**.

Skaha Lake Elementary's front entrance is located on Green Avenue. A raised pedestrian crosswalk is provided directly in front of the school with pedestrian islands to reduce the crossing distance and a second ground-level crossing is located in front of Princess Margaret Secondary. Sidewalks are located on both sides of Green Avenue, though utility poles obstruct the pathway in some locations. The school can be accessed via Green Avenue, Arnott Place, Waterford Avenue, and South Main Street. Bicycle parking is located near the main entrance and is well utilized. A staff parking lot is provided south of the school and smaller visitor parking lot with accessible parking is provided to the north of the school, though on site parking is currently under review by SD67 and may change as part of the transition. During PUDO, vehicles are observed parking on Green Avenue in the shoulder despite the "no stopping" signage. School administration place cones during PUDO to prevent parents parking in the bike lanes in front of the school.

Infrastructure to accommodate active transportation users near Skaha Lake Elementary is provided through pedestrian crosswalks at some intersections and mid-block locations, sidewalks are present on some of the major roads, but there is room for improvement in the area. Bicycle sharrows indicating that bicycles share the road with vehicles are painted on Green Avenue. Though, students were observed riding their bikes on the sidewalk rather than on the shared road.

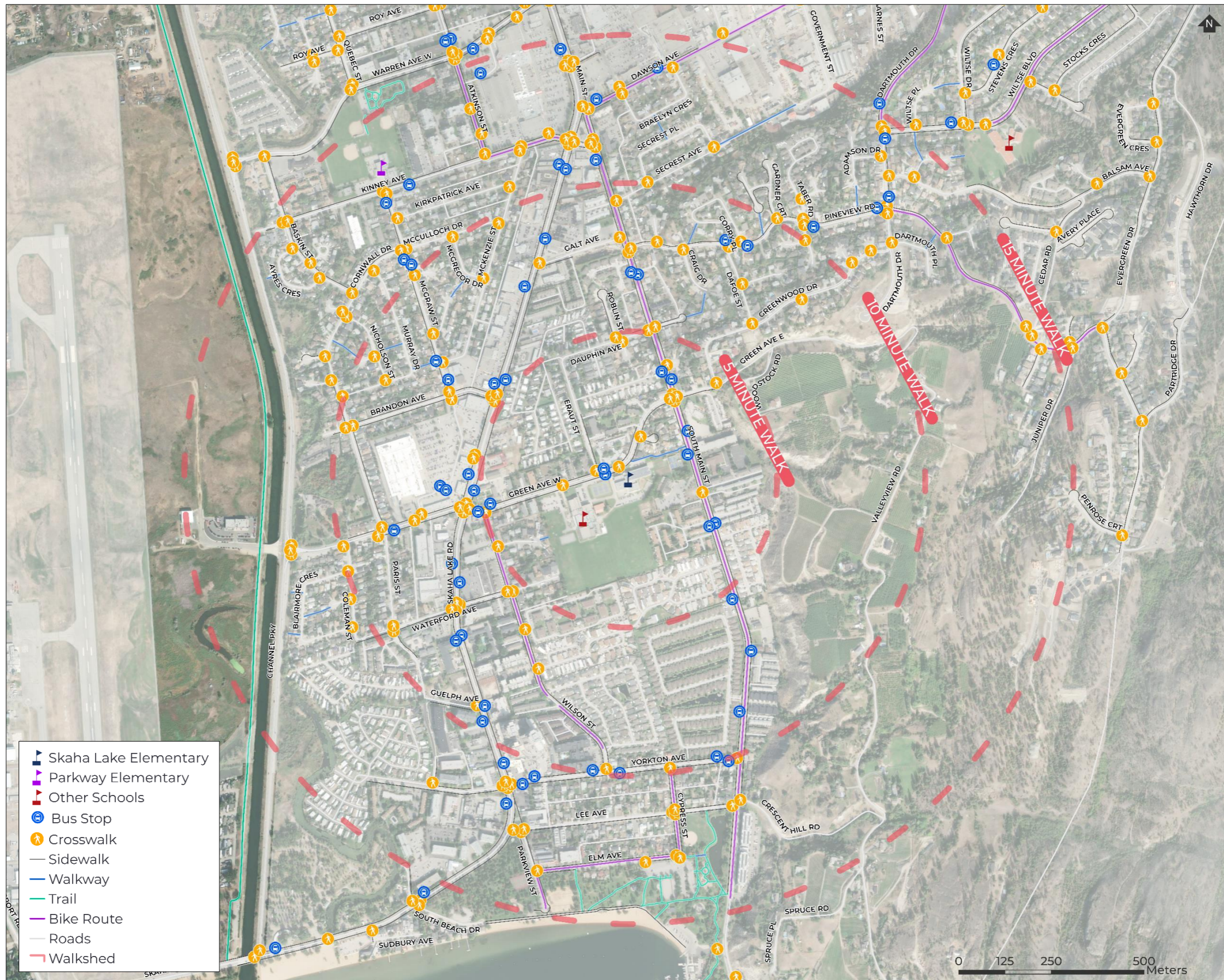
Main Entrance Raised Crosswalk



On-Site Bike Parking



Map 1: Current Conditions Skaha Lake Elementary School



For students in Kindergarten to Grade 3 who reside more than 4km away and students in Grade 4 to 12 who reside more than 4.8km away, SD67's transportation system provides school buses. Students must live within their catchment area to qualify for school bus services. Walking in the area requires travelling on smaller local roads that connect to larger and more car centric collector roads including Skaha Lake Road, S Main Street, and Green Avenue.

Skaha Lake Road is a four-lane Major Collector road with a 50km/h speed limit. Skaha Lake Road was once a part of Highway 97, thus is designed to a highway standard with wide vehicle lanes that encourage higher speeds. Sidewalks are present on both sides of the road. The concrete sidewalk surface width does not meet current design guidance; however, an asphalt furnishing zone provides extra travel space when utility poles are not present. The interface between the concrete and asphalt surface has deteriorated which creates a hazard for children walking and rolling on hard wheels. Curb letdowns do not meet current accessible design standards and power poles take up large portions of the pedestrian zone in some locations which inhibits people with accessibility challenges from using them.

The wide vehicle travel lanes create long pedestrian crossings at intersections across Skaha Lake Road. There are no bike lanes on Skaha Lake Road. On the west side of Skaha Lake Road, there are several big retailers and hotels. On the east side, there are mainly residential buildings and hotels. This road has experienced social challenges in recent years that have made it at time feel unsafe for students and families to travel along; however, the City is working with Bylaw Services and BC Housing to maintain a safe environment. The intersection of Skaha Lake Road and Green Avenue is a busy intersection with large crossing distances that can feel unsafe for children and families.

Figure 1 - Skaha Lake Road at Green Avenue (facing north)



The school fronts onto Green Avenue which is a two-lane Minor Collector road with parking on either side. Green Avenue was originally designed to a width that could accommodate parking on either side of the

road; however, parking has since been banned in several locations due to existing crosswalks, bus stops, and driveways which creates the opportunity for illegal and unsafe parking and may encourage faster vehicle speeds. Sidewalks are present on both sides of the road. The concrete sidewalk surface width does not meet current design guidance; however, an asphalt furnishing zone provides extra travel space where utility poles are not present. The interface between the concrete and asphalt surface has deteriorated which creates a hazard for children walking and rolling on hard wheels. Curb letdowns do not meet current accessible design standard and power poles take up large portions of the pedestrian zone in some locations which inhibits some people with accessibility challenges from using them. Sharrow road markings are painted on the roadway, but there are no dedicated bicycle facilities on Green Avenue.

Figure 2 - Green Avenue Near Skaha Lake Elementary (facing east)



Skaha Lake Elementary is also located next to Robinson Recreation Park which is a City owned park with available public parking that could serve as a potential PUDDO location. Robinson Recreation Park features a pathway located behind the pickleball courts that extends from Green Avenue to South Main Street. This pathway will eventually connect with the Lake to Lake Bike Route, which is scheduled for completion in spring 2025.

The City of Penticton will continue to invest and prioritize in transportation infrastructure and programs that supports all ages, abilities and modes of transportation as guided through its *Transportation Master Plan* (WSP, 2021). Key priorities as part of its sidewalk and cycling network plans that will have an impact on the Columbia Elementary community include:

- Green Avenue (Highway 97 – S Main Street) – Separated Bike Lane

- Kinney Avenue / S Main Street (Atkinson Street/Kinney Avenue – South Main Street / Elm Avenue) - AAA Bike Facility
- Skaha Lake Road (Yorkton Avenue – Southwest Municipal Boundary) - Separated Bike Lane
- Kinney Avenue (Atkinson Street – McGraw Street) - Separated Bike Lane
- McGraw Street (Kinney Avenue – Cornwall Drive) - Separated Bike Lane
- Cornwall Drive (McGraw Street – Green Avenue) - Separated Bike Lane
- Paris Street (Green Avenue – Guelph Avenue - Separated Bike Lane
- Baskin Street (Warren Avenue W – Cornwall Drive) - Bike Lane
- Lakeside Road (Brantford Avenue – South City Limits) – Bike Lane
- Dartmouth Drive (Greenwood Drive – Wiltse Boulevard) - Separated Bike Lane

The City of Penticton is currently reviewing Green Avenue and the intersection of Skaha Lake Road and Green Avenue for safety improvements.

3 ENGAGEMENT SUMMARY & SURVEY ANALYSIS

To better understand transportation patterns, challenges, and opportunities at Skaha Lake Elementary, two surveys were conducted. One directed at students (Hands Up Classroom Survey), and one directed at parents/caregivers (Community Survey). A copy of both survey forms is provided in **Appendix A**. The survey process and results are summarized in this section.

3.1 Process

Key findings from the engagement process are detailed below. Engagement activities included:

- **Community Survey:** The Community Survey was conducted on the City's *Shape Your City* engagement platform and promoted to the school community for completion. The Community Survey focused on gathering background data, measuring attitudes about active transportation, identifying the key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behaviour changes. The survey received **39 responses** from caregivers of children who attend Parkway or Skaha Lake Elementary.
- **PAC Presentation and Discussion:** The project team met with the Parkway Elementary School's PAC to introduce the Safe Routes to School process and gather input regarding transportation related issues and opportunities. Further information was gathered to understand the impact transitioning from Parkway Elementary to Skaha Lake Elementary may have on caregivers and their children.
- **Student Survey:** School administration facilitated a workshop with students to gather information on what they liked about their route to school and if they have ideas to include in the plan. Findings from the workshop helped to inform the vision statement and action plan.

3.2 Key Themes

The following key themes emerged from the community engagement results.

TRAVEL BEHAVIOUR

- Walking is currently the primary transportation mode of choice for students and families, followed by driving. Though, parents have expressed that the transition to Skaha Lake Elementary from Parkway Elementary may impact their future travel patterns.
- The primary factors for mode choice include convenience, safety concerns, and the age of their child.
- More families would consider travelling to school using active modes if there were more traffic calming measures and improved active transportation facilities such as sidewalks, bike lanes, and pedestrian crossings.

INFRASTRUCTURE

- Caregivers would like to see traffic calming measures implemented on Green Avenue and Cornwall Drive / Paris Street.
- There is a desire for intersection safety improvements at Skaha Lake Road / Green Avenue, Skaha Lake Road / Brandon Avenue, and Skaha Lake Road / Waterford Avenue.
- A desire for crosswalk improvements along Green Avenue from Paris Street to S Main Street was identified frequently. Parents feel that the existing crosswalks have long crossing distances and poor visibility for drivers.

ROAD SAFETY

- There is a desire for increased crossing times at major signalized intersections.
- Caregivers identified that sightlines can be challenging at the intersection of Green Avenue / Wilson Street, especially for left-turning traffic during PUDO. The section of Wilson Street approaching this intersection was also noted as feeling narrow with cars parked on either side of the street.
- Families would like to see school zones with 30km/h speed limits expanded to reach further into the catchment area.
- Caregivers are concerned about the increased travel times associated with the transition from Parkway Elementary and the lack of comfortable active transportation infrastructure along the way.
- Large vehicles at the intersection of Waterford Avenue / Wilson Street can block sightlines. There is a desire for a crosswalk at this intersection to improve pedestrian visibility.
- The Peachtree Square entrance near Bulk Barn does not meet accessibility standards and the crossing distance is long.

PICK-UP / DROP-OFF BEHAVIOURS

- The Trinity Care Centre staff and visitors are observed using the school visitor parking lot.
- Interior Health Authority staff have been noted as parking on Arnott Place congesting the street which could serve as an offsite drop off location.

- Caregivers are using the staff parking for PUDO which creates a hazard for children as they cross the driveway access.
- A Drive to Five+ model is supported.
 - Ideas of tactical urbanism with happy faces on sidewalks to direct children were noted.

ACTIVE TRANSPORTATION OPPORTUNITIES

- Cornwall Drive / Paris Street will likely be the commuter route for active travel from the Parkway Elementary Area to Skaha Lake Elementary; however, this road does not currently have connected active transportation infrastructure.
- Caregivers would like to see raised bicycle lanes on Green Avenue like those on Eckhardt Avenue.
- There is a desire for a walking or rolling bus group for students and parents to travel to and from school.
- The new catchment area will extend south and include Lakeside Road. Caregivers would like to see improved infrastructure including sidewalks, lighting, and bike lanes connecting along Wilson Street to the alleyway access on Waterford Avenue.
- The pedestrian walkway from S Main Street to Skaha Lake Elementary was noted as being in need of improvements such as a wider pathway, increased lighting, and maintenance of vegetation.
- Caregivers would like to see a bus route that includes Parkway Elementary on the way to Skaha Lake Elementary.

SOCIAL CHALLENGES

- Unhoused population residing along walking routes and alleyways have made the environment feel unsafe and unwelcome.
- Caregivers are concerned that students may choose to travel through the Peachtree Square parking lot on the way to school, which may have may create a series of new challenges and safety concerns.

3.3 Survey Analysis

Findings from the engagement process are summarized below and will help to inform the recommendations for the Best Routes to School Map and Action Plan.

3.3.1 Classroom Survey Results

The Hands Up Classroom Survey collected mode share data by having teachers ask their students how they got to school that day and how they will get home for four days in a week. This information provides baseline mode share data and is an interactive way for students to be involved in the process.

The survey was collected between the January 14th and January 24th, 2025.

Figure 3 - Travel to School (AM Drop-Off)

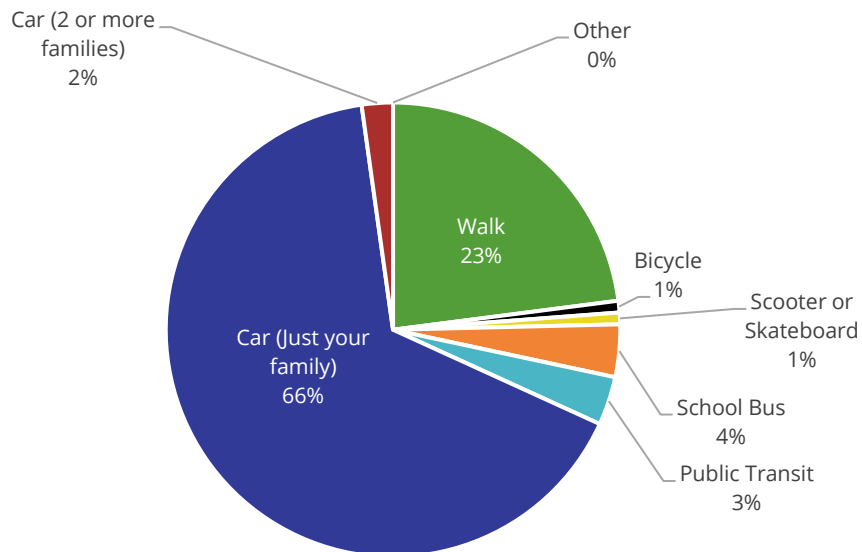
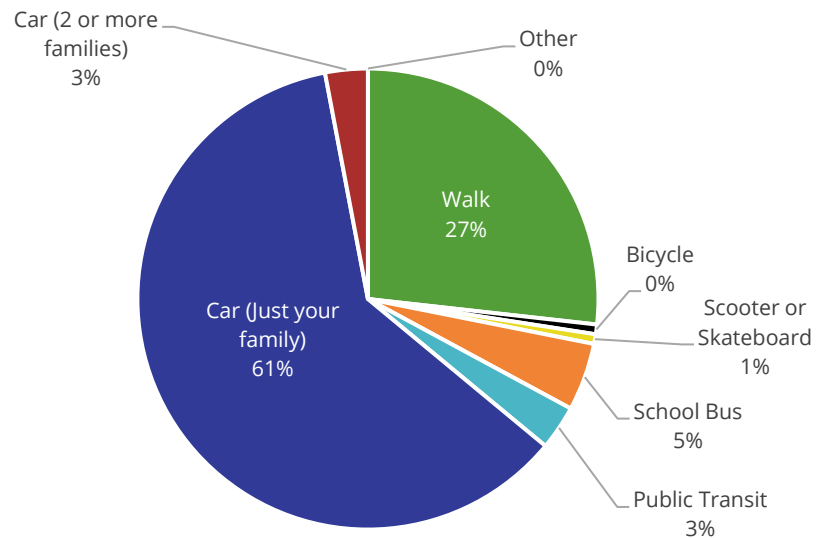


Figure 4 - Travel to School (PM Pick-Up)



The Classroom Survey results show that driving with just their family is the primary mode of choice for families, with 66% in the AM drop-off and 61% in the PM pick-up. A large portion of students walk to and from school with (23-27%). Travel by bus is also a significant travel mode choice with 7-8% of students using either the school bus or public transit to travel to and from school.

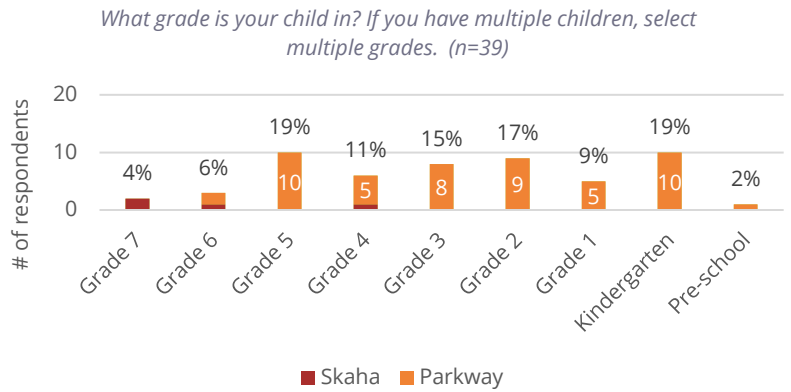
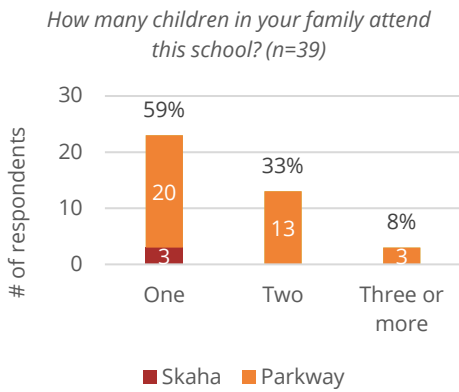
3.3.2 Community Survey Results

The Community Survey was conducted use the City's *Shape Your City* engagement platform and promoted to the school community via school administration and the PAC.

The Community Survey was intended to provide background information, measure attitudes and perceptions of active transportation, identify key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behaviour changes in students and parents. A total of **39 responses** were received. The survey responses are summarized below.

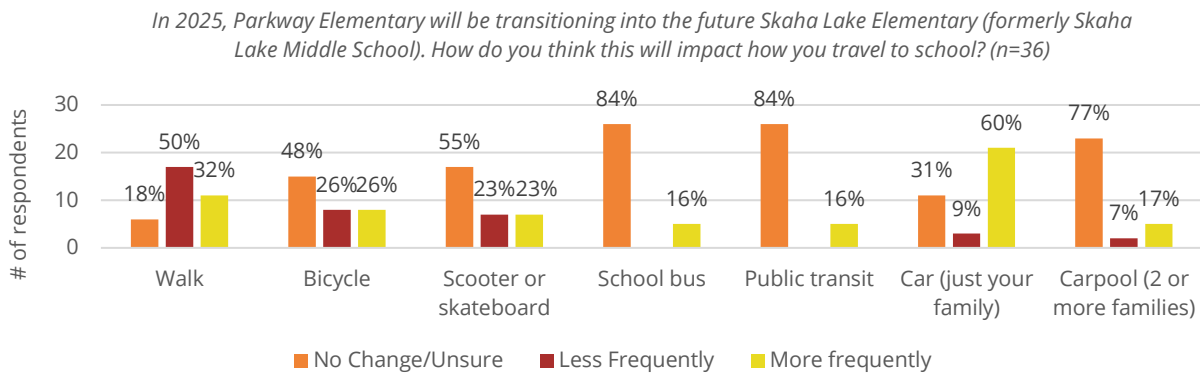
Who We Heard From

The majority of families (59%) have one child who attends Parkway or Skaha. Roughly one-third (33%) have two children, and 8% have three or more. Of those children, the highest proportion are in kindergarten (19%) and grade 5 (19%), followed by grades two (17%), and three (15%).



Transition to Skaha Lake Elementary

Respondents who have children attending Parkway were asked how they believe the transition to Skaha Lake Elementary will impact how they travel to school. Overall, many indicated that they would drive more frequently (60%). While some specified that they will use active modes (walk, bike scooter or skateboard) less frequently, others stated they will use them more.



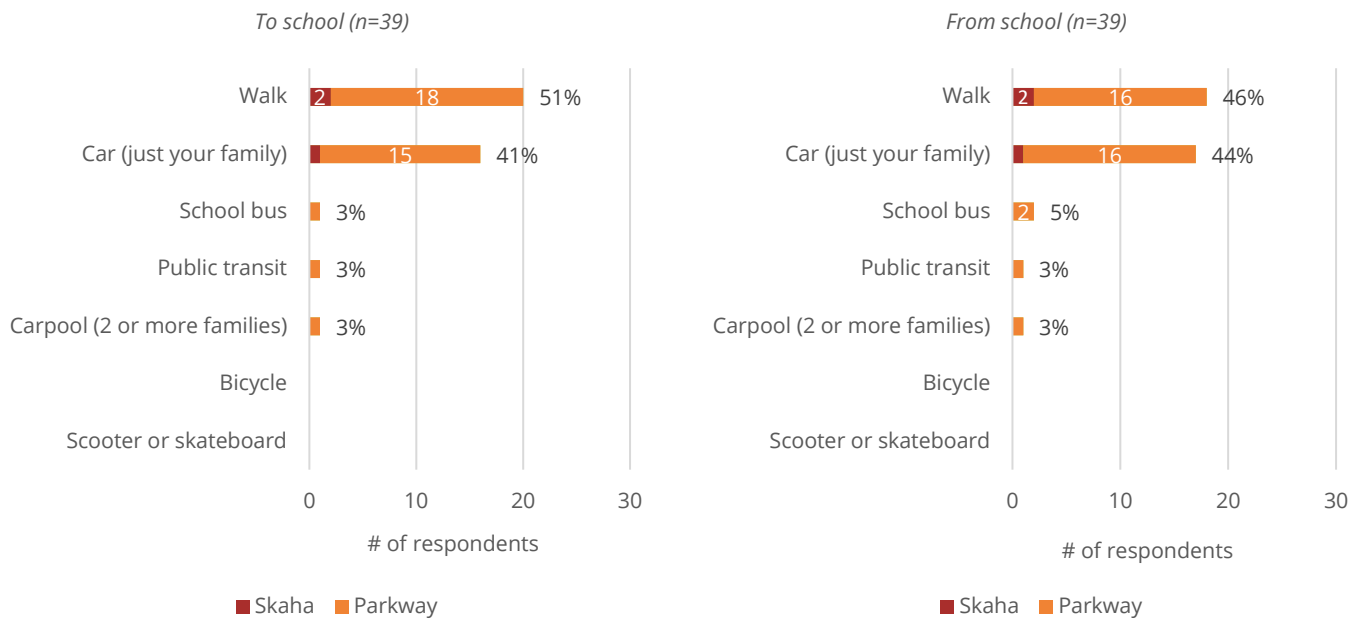
Additionally, parents were asked if they have any concerns about how this change will affect their travel patterns. The following key themes emerged:

- Increased distance and travel time** | Many expressed concerns about the increased distance and travel time to the new school. They mentioned that the new location will require longer walks or drives, which could be challenging, especially for younger children.
- Safety concerns** | Safety was a significant theme. Several comments highlighted concerns about crossing busy streets, such as Green Avenue and Skaha Lake Road, which are perceived as unsafe for children walking or biking. Parents suggested upgrades at crosswalks on Green Avenue to enhance pedestrian safety, such as lighting and better visibility. There were also concerns about the presence of unhoused populations around certain areas (near Walmart), which make parents uncomfortable with their children walking to school.
- Traffic and congestion** | Respondents anticipate increased traffic and congestion around the new school location, expressing that this could make driving and drop-offs more challenging.

Travel to and from School

Travel Mode

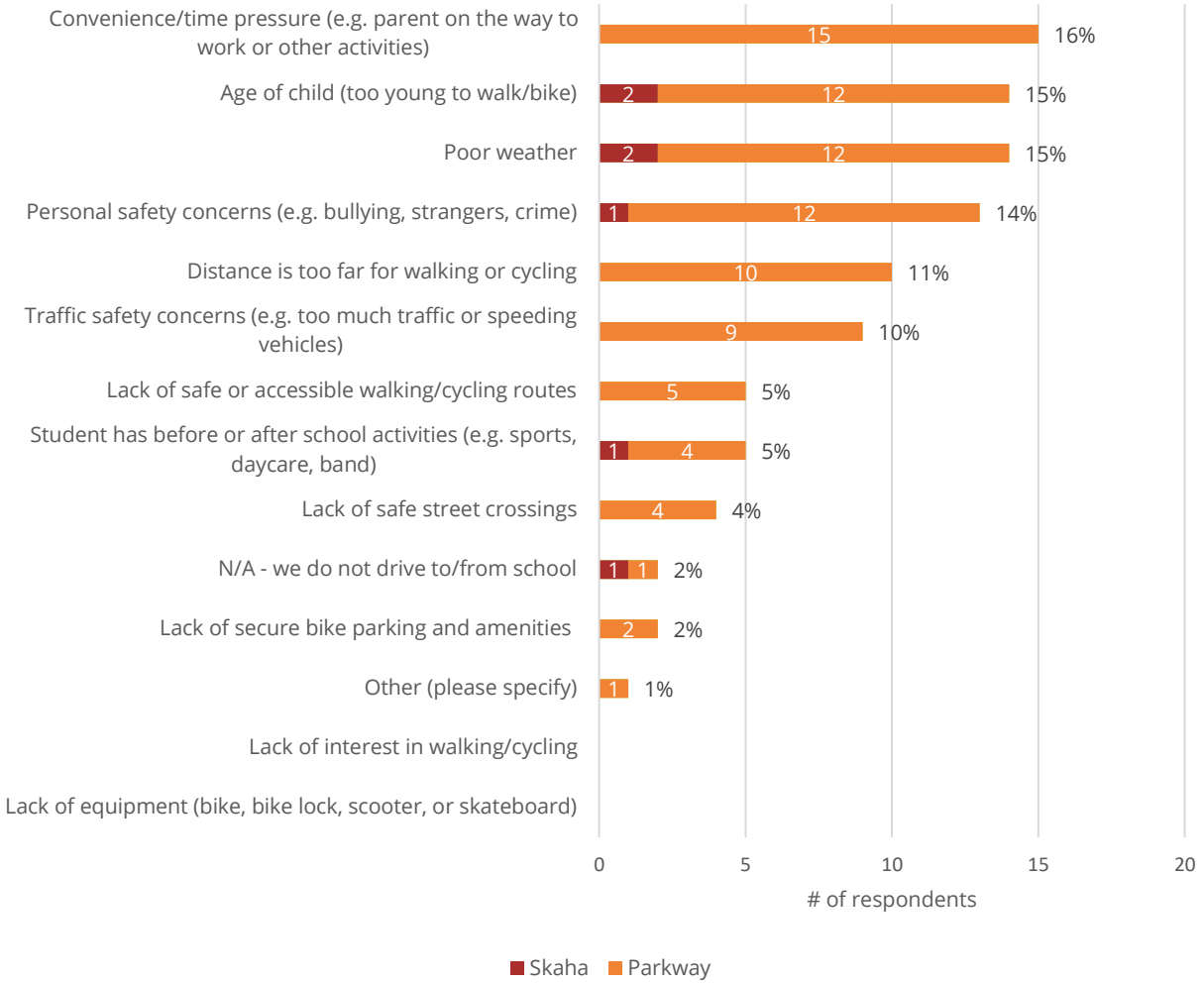
Walking is the most common travel mode to and from school, followed by driving (just their family). Few families take the school bus, public transit or carpool.



Reasons for Driving

The primary reason parents choose to drive is due to convenience and time constraints (16%), followed by age of the child (15%), and poor weather (15%).

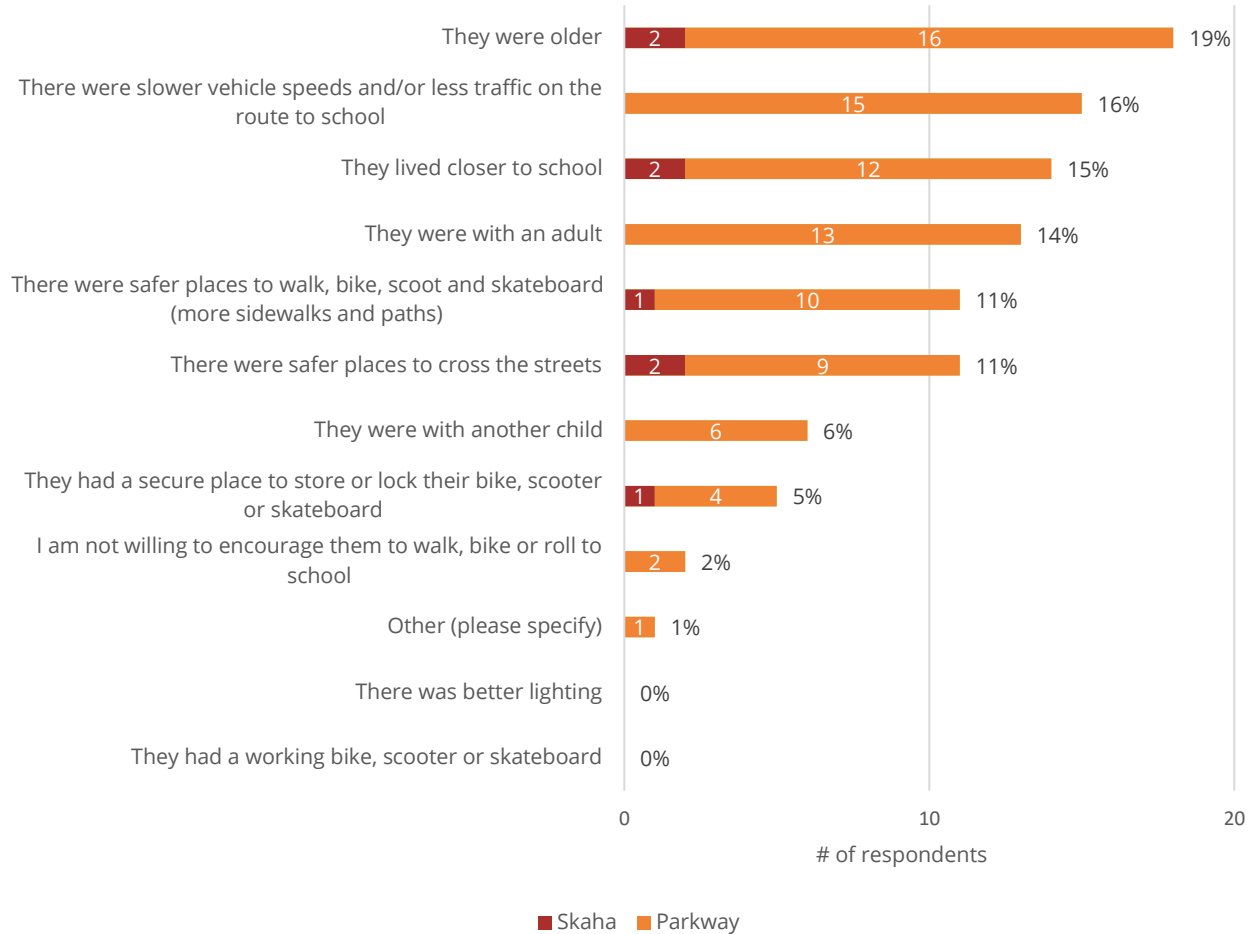
If/when you drive your child (or children) to/from school, what are your primary reasons? Please select up to 3 responses. (n=39)



Encouraging Active Transportation

Most parents identified their child’s age (20%), vehicle speeds and traffic (16%), and living a closer distance to school (15%) as key factors in encouraging their children to use active modes of travel to school.

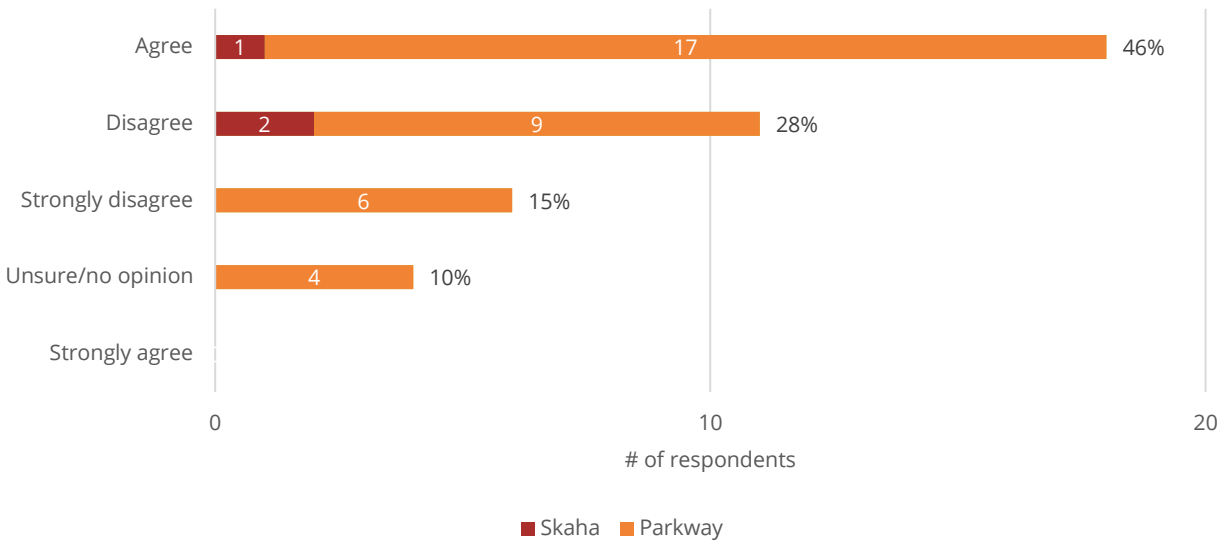
I would encourage my child (or children) to walk, bike or roll (using a scooter, skateboard, or wheelchair) to school if... Please select up to 3 responses. (n=38)



Safety and Concerns

There are varying opinions on whether parents feel their neighbourhood is safe for children to walk, bike, or roll to school. While 46% agree that their neighbourhood is safe, 43% disagree¹. Ten percent (10%) are unsure.

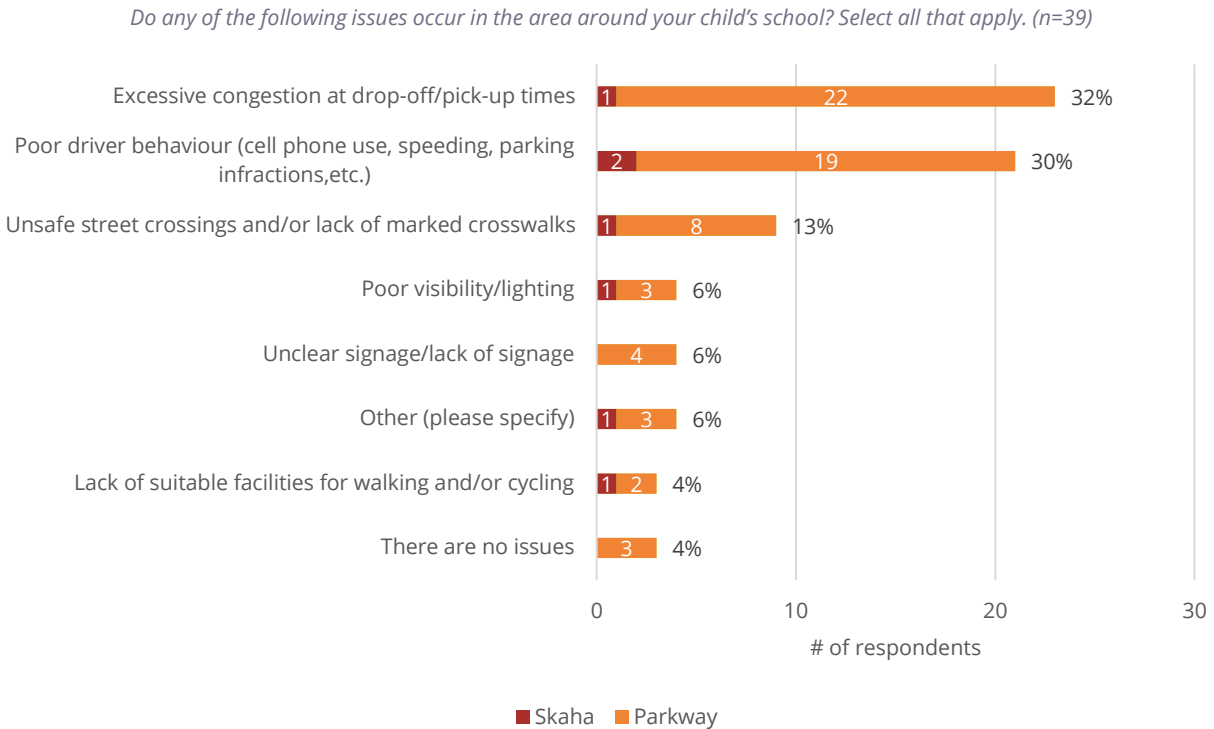
In your opinion, is your neighbourhood safe for children to walk, bike, or roll (using a scooter, skateboard, or wheelchair) to school? (n=39)



¹ Combination of "Strongly disagree" and "Disagree"

Issues

Around their child’s school, parents are most concerned about excessive congestion at PUDO times (32%) and poor driver behaviour (30%), followed by unsafe street crossings and/or lack of marked crosswalks (13%). Only 4% of parents believe there are no issues.



Additionally, respondents were asked to describe any specific locations along the journey to school where safety is a concern. The following key themes emerged:

Crosswalk and intersections

Several crosswalks are deemed unsafe due to poor visibility, lack of lights, and fast-moving traffic. Specific locations mentioned include Green Avenue, the crosswalk by 7-Eleven, and intersections like Brandon Avenue/McGraw and Skaha Lake Road/Green Avenue.

Lack of sidewalks

Many expressed concerns about the absence of sidewalks on routes to Skaha Lake Elementary. Particularly, streets such as Cornwall Drive and Waterford Avenue/Wilson Street.

Speeding and traffic concerns

There are concerns about cars driving too fast, especially around corners and in areas without proper crosswalks. Streets like Cornwall Drive, Waterford Street/Wilson Street, and Skaha Lake Road are highlighted as problematic. Some expressed a general lack of trust in drivers to obey traffic rules, mentioning drivers frequently running stop signs and not yielding to pedestrians at crosswalks.

Safety

There are concerns about the presence of unhoused individuals near certain routes, particularly around Skaha Lake Road, Green Avenue, and Wilson Street.

Opportunities

Parents were asked to describe improvements they would like to see to increase safety and comfort on their child’s journey to school. The following key themes emerged:

Crosswalk improvements

Many emphasized the need for upgrades to increase crosswalk safety, including installing flashing lights at crosswalks and having crosswalk monitors to help young children cross safely. Specific locations mentioned include Green Avenue, Paris Street, across Skaha Lake Road North, and the entrance to the Walmart parking lot.

Traffic calming measures

There are calls for more stop light-controlled crosswalks, police or bylaw enforcement to manage speed limits, and physical speed bumps on streets like McGraw Street, Skaha Lake Road, and Green Avenue to help slow traffic and ensure pedestrian safety. Additionally, some would like to see bigger school zone signs to increase visibility.

Safety

There are concerns about the presence of unhoused individuals near school routes, with suggestions for greater community policing to address this issue.

School buses

Some would like to see additional school bussing options to reduce the need for parents to drive their children.

Other

Other suggestions included finishing the bike lane and improving the drop-off zone at Skaha Lake Elementary.

4 VISION AND GOALS

Informed by the school community, Skaha Lake Elementary School has established a vision statement to create a unique vision statement for the school community's priorities, with a focus on making active transportation safer and more comfortable in the future.

At Skaha Lake Elementary School, students, caregivers, and staff are provided with safe and welcoming transportation options. The surrounding transportation network provides secure spaces where children are separated from and seen by vehicle traffic.

The vision statement is complemented by two key goals that support the overall vision of the Safe Routes to School Plan:

Goal 1: Improve safety and accessibility along routes to school

This goal focuses on safety for all modes (walking, cycling, rolling, transit, and driving). Further detail is provided in the action plan. Infrastructure on routes to school should encourage slower vehicle speeds, make active users more visible, and separate modes where appropriate.

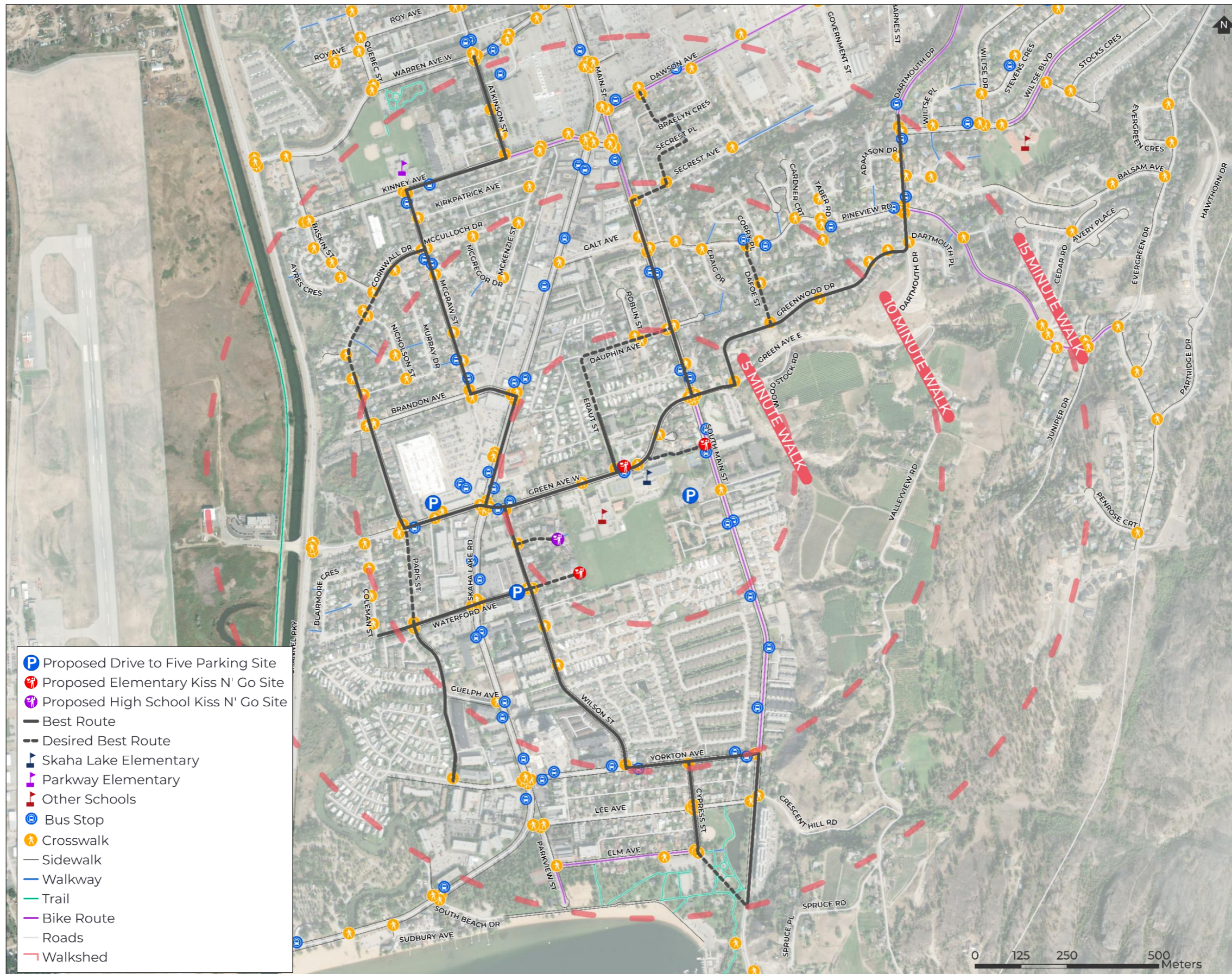
Goal 2: Facilitate the transition from Parkway Elementary to Skaha Lake Elementary

This goal focuses on ensuring that caregivers and children travelling from the Parkway Elementary area feel confident on their route to school and when crossing major intersections. Actions in the action plan should encourage children and families to continue or start using active modes as an alternative to a vehicle.

5 BEST ROUTES TO SCHOOL MAP

The Best Routes to School Map shows the transportation network within the school walkshed, and highlights routes that students can safely walk and cycle to school on. The map also highlights approximate walking times, the location of pedestrian crossings, sidewalks, bike lanes, neighbourhood walkway connections, trails, transit stops, and Drive to Five+ locations. The emerging best routes to school map illustrates the proposed routes that have been informed through technical review, survey results, and the PAC meeting.

Map 2: Skaha Lake Elementary School Transportation Overview



6 ACTION PLAN

The purpose of the Action Plan is to identify steps for addressing identified transportation issues and achieving the school travel vision for Skaha Lake Elementary. It outlines a list of tasks and activities as well as priorities and who is responsible for implementing the actions. The Action Plan is a living document that should be reviewed and updated by project partners on a regular basis to ensure it stays current and relevant. The Action Plan has been broken down into four sections:

- Engineering
- Education and Encouragement
- Enforcement
- Evaluation

6.1 Engineering Action Items

The City of Penticton's Transportation Master Plan seeks to create and manage a safe transportation system that supports all ages, abilities and modes of transportation. A key goal identified in the TMP is to ensure residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, jobs and other destinations in safety and comfort. This means reducing negative impacts of vehicle traffic and encouraging active travel (walking, cycling, rolling). It should be noted that this approach will contribute to the broader goals of the City of Penticton to enhance the health, livability, and sustainability of our community and therefore aims to reduce congestion and improve safety for those travelling by active means. The following actions are focused on infrastructure for students and caregivers travelling to and from school by walking, rolling, or cycling.

The City of Penticton is primarily responsible for implementing the following recommended engineering actions as they mostly fall within road rights of way. Those actions on the school grounds are to be championed by the School District.

Changes should come with understanding of traffic impacts to support safe and sustainable transportation options for students and caregivers. A preliminary action prioritization is provided in the table below. Engineering actions were prioritized as high, medium, and low; however, priorities should be considered through a City-wide prioritization process and align with priorities identified in the City's Transportation Master Plan. Project IDs do not indicate an order of preference. Actions identified below suggest solutions for long-term improvements that may require capital planning based on the City's budget and resources available. Costs were ranked at a high-level on a scale from \$-\$\$\$\$.

The City may consider interim rapid implementation solutions to mitigate some existing challenges that provide safety improvements. Treatments could include pavement marking delineation, physical separation with parking curbs or bollards to provide space for people walking, or placing planters or other objects on local streets for a traffic calming effect. This approach also allows the community to get involved through public art programs that beautify the temporary infrastructure.

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
1	Drive to Five+ location <ul style="list-style-type: none"> Penticton Seniors Drop-In Centre Waterford Avenue and Skaha Centre Paris Street or Peachtree Square Parking Lot near Green Avenue W Kiss N' Go Location <ul style="list-style-type: none"> Waterford Avenue Green Avenue S Main Street 	PUDO near school frontage is congested and causes road safety concerns.	Formalize Drive to Five+ Location to encourage PUDO away from school frontage. All Drive to Five+ locations should be approved by property owners. A Walking School Bus program could support this action item. Tactical urbansim could be used to support this such as smiley faces painted on best routes sidewalks. Promote Kiss N' Go locations to parents via the PAC and school administration. Work with Princess Margaret Secondary to promote the separate Kiss N' Go locations.	High	City of Penticton and PAC	\$
2	Skaha Lake Elementary	Existing bicycle parking is well-utilized and can be near capacity in warmer months.	Install new bike and/or scooter racks in high visibility locations that are properly sized for chlidrens bikes (City of Penticton currently is offering inverted-U bike racks with application). CRD Bicycle and Scooter Rack Design Considerations for Schools	High	School Administration and City of Penticton	\$
3	Green Avenue	Safety concerns along the corridor and lack of cycling facilities.	Upgrade the Skaha Lake Road / Green Avenue and mid-block crosswalks to improve pedestrian visibility and reduced crossing distances, and provide buffered bike lanes along Green Ave.	High	City of Penticton	\$\$\$
4	Staff and Visitor Parking	Parents and neighbouring businesses using parking for PUDO.	Consider installing signage indicating that school parking lots are for staff and visitors only.	High	School District and School Administration	\$

Green Avenue has been identified as a high priority that the City will develop conceptual improvement plans for.

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
5	Eraut Street and Dauphin Avenue	Lack of sidewalk.	Explore the feasibility to construct a separated sidewalk on the desired best route.	High	City of Penticton	\$\$\$
6	Cornwall Drive between Baskin Street and Cornwall Crescent	Lack of sidewalk.	Explore the feasibility to construct a separated sidewalk on the desired best route.	High	City of Penticton	\$\$\$
7	Parkway Elementary	Desire for bus service.	Consider providing a PUDO area at Parkway Elementary for students (this would be a unique exception to the standard school bus service area).	High	School District and City of Penticton	\$\$-\$
8	BC Transit Stop	Congestion and safety concerns at the bus stop.	Explore the feasibility of relocating the existing BC Transit bus stop in front of Skaha Lake Elementary to be in front of Princess Margaret Secondary. Consider painting the curb red to increase awareness of the bus stop.	High	BC Transit and City of Penticton	\$
9	School Bus Loop	Congestion at the school bus loop and pick-up / drop-off area.	Review opportunities for improvements including traffic control of the school bus loop, pick-up / drop-off areas.	High	School District and City of Penticton	\$\$
10	Wilson Street	Gaps in sidewalk network.	Explore opportunities to close gaps in the existing sidewalk network.	High	City of Penticton	\$\$-\$ \$\$\$
11	Pedestrian Walkway from S Main Street to Skaha Lake Elementary	Perception of safety and pathway condition.	Explore opportunities to improve the pedestrian walkway such as trimming vegetation and providing a wider and more direct path.	High	City of Penticton	\$\$-\$-\$
12	Wilson Street at Waterford Avenue	Pedestrian safety at intersection crossings.	Explore opportunities to provide a pedestrian crossing along the best route.	High	City of Penticton	\$\$-\$
13	Cornwall Drive and Paris Street	Speeding concerns	Explore opportunities to implement traffic calming measures along Cornwall Drive and Paris Street.	Medium	City of Penticton	\$\$-\$-\$

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Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
14	Arnott Place and Waterford Avenue	Workers from adjacent businesses parking in the residential cul-de-sacs.	Consider implementing restricted parking at these cul-de-sacs to residents only.	Medium	City of Penticton	\$
15	Arnott Place	Lack of sidewalk.	Explore the feasibility to construct a separated sidewalk on the desired best route.	Medium	City of Penticton	\$\$\$
16	Waterford Avenue	Lack of sidewalk.	Explore the feasibility to construct a separated sidewalk on both sides of the desired best route.	Medium	City of Penticton	\$\$\$
17	Dafoe Street	Lack of sidewalk.	Explore the feasibility to construct a separated sidewalk on the desired best route.	Medium	City of Penticton	\$\$\$
18	Paris Street between Waterford Avenue and Green Avenue	Lack of sidewalk.	Explore the feasibility to construct a separated sidewalk on the desired best route.	Medium	City of Penticton	\$\$\$
19	Wilson Street at Green Avenue	Visibility and safety concerns	Explore opportunities to construct curb extensions on Wilson Street to reduce crossing distances and improve pedestrian visibility.	Medium	City of Penticton	\$\$
20	Yorkton Avenue at Wilson Street	Pedestrian safety at intersection crossings.	Explore opportunities to improve pedestrian visibility and reduce crossing distances at the existing crosswalk.	Medium	City of Penticton	\$\$-\$
21	Brandon Avenue at McGraw Street	Pedestrian safety at intersection crossings.	Explore opportunities to provide a pedestrian crossing across Brandon Avenue at McGraw Street.	Medium	City of Penticton	\$\$
22	Skaha Lake Road	Pedestrian Safety	Explore opportunities to enhance crosswalks and sidewalks on Skaha Lake Road.	Medium	City of Penticton	\$\$
23	Rotary Park Pathway at Skaha Lake Beach	Pedestrian walkway lighting.	Explore opportunities to improve walkway lighting along desired best route.	Low	City of Penticton	\$\$
24	Paris Street from Guelph Avenue to Waterford Avenue	Inadequate and/or lack of sidewalk.	Explore feasibility to improve the quality and connectivity of sidewalk in this section of road.	Low	City of Penticton	\$\$-\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
25	Skaha Lake Road at Peachtree Square Entrance	Crossing does not meet accessibility standards.	Explore opportunities to improve accessibility and safety at this mall entrance.	Low	City of Penticton	-\$-\$
26	Dawson Avenue to S Main Street	Lack of sidewalk.	Explore the feasibility to construct a separated sidewalk on the desired best route.	Low	City of Penticton	\$\$\$

6.2 Education & Encouragement Action Items

The education and encouragement action items provided below are primarily intended to be put into practice by school administration, working in cooperation with essential external collaborators such as the City of Penticton, SD67, and ICBC. Moreover, the PAC should play a key role in ensuring that the school community remains engaged and involved.

These action points can be customized to suit the evolving requirements of the school as a culture of active transportation takes root. The subsequent actions are designed to foster awareness, excitement and comprehension of the advantages associated with active transportation, as well as how students and households at Skaha Lake Elementary can seamlessly integrate it into their daily routines.

Project ID	Action	Resources	Priority	Responsibility
1	Organize Walking School Bus groups to facilitate group travel from Drive to Five+ Locations to Skaha Lake Elementary.	City of Vancouver Walking School Bus Safe Routes to School National Partnership: How to Start a Walking School Bus at Your School	High	PAC & School Administration
2	Make regular announcements and mount posters at school encouraging students to walk, bike, and take transit to school and related events to keep active and sustainable transportation top of mind and highlight its benefits.	Green Communities Canada School Safety Zone Spy Card School Travel Planning: Sample School Newsletter	High	School Administration and PAC

Project ID	Action	Resources	Priority	Responsibility
3	Participate in active travel events and programs such as Go By Bike Week or International Walk to School Week.	GoByBike Penticton	High	City of Penticton, School Administration, and PAC
4	Work with teachers and/or third-party providers to incorporate active transportation safety material into coursework. This could include lessons on crossing an intersection safely, rules of the road, where to travel for each mode of choice, etc.	Safe Routes to School National Partnership: Roll Bicycle Education your Physical Education Program Safe Routes to School National Partnership: Bike Rodeos HUB Cycling: Everyone Rides	Medium	School District & School Administration
5	Collaborate with ICBC to incorporate educational materials and programs related to active transportation into coursework and school events.	ICBC Road Safety for Educators	Medium	PAC & School Administration
6	Encourage teachers to include active and sustainable transportation-related material into regular coursework and utilize active and sustainable transportation whenever possible when travelling for school field trips.	City of Toronto – Active and Safe Routes to School: Teachers Kit Metrolinx – Active and Sustainable School Transportation - Lesson Plans for Ontario Curriculum	Medium	School District & School Administration
7	Prepare and distribute parent messaging newsletters each month with a strategy/theme and resources for parents. Themes could include active travel in winter, reminders to parents to slow down and park in appropriate locations, etc.	CRD: Active School Travel Encouragement Ideas & Parent Newsletter Supporting Messaging	Medium	School Administration and PAC
8	Encourage schools within SD67 to collaborate on Safe Routes to School Planning by sharing travel survey data and developing consistent road safety lesson plans	N/A	Medium	School District and Administration

Project ID	Action	Resources	Priority	Responsibility
9	Host celebration stations semi-regularly for active and sustainable school commuters with prizes such as stickers and snacks.	N/A	Low	School Administration

6.3 Enforcement Action Items

The enforcement action items below are primarily meant to be implemented by the RCMP, Bylaw Enforcement, and ICBC. Skaha Lake administration should coordinate with the RCMP to plan visits and indicate problem locations that should be investigated. It is also important that Skaha Lake emphasize the education component of enforcement by communication with students and parents about enforcement issues.

Project ID	Action	Priority	Responsibility
1	Work with RCMP to conduct safety blitz to enforce speeds and other road safety concerns in the school area. A safety blitz should be programmed at least twice a year, including at the start of the school year.	High	City of Penticton, School Administration, and RCMP
2	Work with Bylaw Enforcement to periodically increase presence during PUDO to encourage and enforce proper parking behaviours.	High	City of Penticton, School Administration, and Bylaw
3	Work with RCMP and Bylaw Enforcement to increase patrol presence during PUDO hours near areas with social challenges to inspire confidence in families.	High	City of Penticton, RCMP, and Bylaw
4	Conduct regular (quarterly or bi-annually) community safety audits along Best Routes.	High	RCMP and Bylaw
5	Monitor and collect speed data, motor vehicle volumes, and safety compliance to evaluate engineering improvements annually.	High	City of Penticton and RCMP

6.4 Evaluation Action Items

The evaluation action items below are primarily intended to be implemented by Skaha Lake Elementary in collaboration with the City of Penticton. It is now up to Skaha Lake Elementary and the City to champion this process, evaluate progress, and update the Action Plan accordingly.

Project ID	Action	Priority	Responsibility
1	Establish regular communication check-ins between the school and City staff to discuss implementation efforts and opportunities.	High	City of Penticton, School District, and School Administration
2	Conduct an annual school travel survey to evaluate the effectiveness of improvements and gain insights as to what may be explored in the future.	High	School District, School Administration, and City of Penticton

APPENDIX A:

Classroom and Community Survey Forms



Columbia Elementary



Classroom Hands-Up Student Survey

Purpose: The City of Penticton is conducting a School Travel Plan for Columbia Elementary. The purpose of a School Travel Planning process is to empower individuals and groups to work with their school community to plan initiatives that increase safety for students traveling to school, and to increase the number of students traveling to school in a physically active manner (e.g. walking, cycling, riding a scooter, etc.). This survey will help gather baseline data to determine how students are currently travelling to school.

School Name: _____

Grade: _____ **Room/Class #:** _____ **# of Students:** _____

Teacher: _____ **Dates:** Day 1 _____ to Day 4 _____

Ask Students: “How did you travel to school this morning?” Ask them to raise their hand if they:

Day	Weather Today's weather (e.g. rainy)	Mode of Transportation								
		Walked	Biked	Rolled (Skateboard, scooter, wheelchair, etc.)	School Bus	Public Transit	Car with just my family	Car with my friends	Other? (can include more than one mode)	Total
1										
2										
3										
4										
Total										



Columbia Elementary



Ask Students: “How will you travel from school today?” Ask them to raise their hand if they:

Day	Weather	Mode of Transportation								Total
		Walked	Biked	Rolled (Skateboard, scooter, wheelchair, etc.)	School Bus	Public Transit	Car with just my family	Car with my friends	Other? (can include more than one mode)	
1	Today's weather									
2										
3										
4										
Total										

SCHOOL TRAVEL PLAN SURVEY

INTRODUCTION

Your child's (or children's) school is participating in the City of Penticton's School Travel Planning process. This program works with the City, School District 67, school administration, caregivers and students to create a safe and comfortable environment for students to walk, roll and cycle to school.

The purpose of this survey is to better understand your family's school travel choices and identify any existing transportation challenges and opportunities for improvement. The survey results will be used to inform the development of a School Travel Plan for your child's (or children's) school. Your input is important in helping to ensure that the Plan considers the needs of all members of the school community.

The survey will take approximately 10 minutes to complete. Please complete only one survey per family. The deadline to complete this survey is October 31, 2024.

Thank you for your participation!

Personal Information Notice

To protect your privacy, all information collected in this survey will remain strictly confidential. You are not required to provide your name or contact information.

ABOUT YOU AND YOUR FAMILY

1. Which school does your child (or children attend)?

- Parkway Elementary
- Columbia Elementary

2. How many children in your family attend this school?

- One
- Two
- Three or more

3. What grade is your child in? If you have multiple children, you may select multiple grades.

- Pre-school
- Kindergarten
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5

TRAVEL CHOICES

4. How does your child (or children) typically get to and from school?

If the trip involves more than one mode (e.g. drive part way and walk part way), choose the mode that is used for the majority of the trip. Choose one from each column.

To School

- Walk
- Bicycle
- Scooter or skateboard
- School bus
- Public transit
- Car (just your family)
- Carpool (2 or more families)

From School

- Walk
- Bicycle
- Scooter or skateboard
- School bus
- Public transit
- Car (just your family)
- Carpool (2 or more families)

5. Approximately how far do you live from the school? If you are not sure, check [Google Maps](#).

- Less than 200 metres
- 200 to 500 metres
- 500 m to 1 km
- 1 to 2 km
- 2 to 5 km
- Over 5 km

6. Who is usually involved in your child(s) journey to school (i.e., deciding on mode, accompanying them on the journey, coordinating their journey, etc.)? Please select all that apply.

- Child decides for themselves
- Sibling(s)
- Parents or caregivers
- Before and/or after school care
- Extended family
- Friends
- Community volunteers
- Other

DRIVING

7. If/when you drive your child (or children) to/from school, what are your primary reasons? Please select up to three (3) responses.

- Distance is too far for walking or cycling
- Personal safety concerns (e.g. bullying, strangers, crime)
- Traffic safety concerns (e.g. too much traffic or speeding vehicles)
- Lack of safe or accessible walking/cycling routes
- Lack of safe street crossings
- Lack of equipment (bike, bike lock, scooter, or skateboard)
- Lack of interest in walking/cycling
- Lack of secure bike parking and amenities
- Poor weather
- Convenience/time pressures (e.g. parent on the way to work or other activities)
- Student has before or after school activities (e.g. sports, daycare, band)
- Age of child (too young to walk/bike)

N/A - we do not drive to/from school

Other (please specify): _____

8. If/when you drive your child (or children) to/from school, where do you typically drop them off and pick them up?

In a pick-up/drop-off area outside the school

Within one block of the school

One or more blocks away from the school

WALKING, BIKING AND ROLLING TO SCHOOL

9. If/when your child (or children) walk, bike, or roll to school, what motivates them? Please select up to three (3) responses.

Getting physical activity and exercise

Opportunity to spend time outside

Opportunity to spend time with others (family and/or friends)

Good for the environment

More fun than driving or taking transit

More convenient than getting a ride or taking transit

N/A - we do not walk/bike/roll to/from school

Other (please specify): _____

10. I would encourage my child (or children) to walk, bike or roll (using a scooter, skateboard, or wheelchair) to school if... Please select up to three (3) responses.

- They lived closer to school
- They were older
- They were with another child
- They were with an adult
- They had a working bike, scooter or skateboard
- They had a secure place to store or lock their bike, scooter or skateboard
- There were slower vehicle speeds and/or less traffic on the route to school
- There were safer places to walk, bike, scoot, and skateboard (more sidewalks or paths)
- There were safer places to cross the street
- There was better street lighting
- I am not willing to encourage them to walk, bike or roll to school
- Other (please specify): _____

11. I am willing to help support my child (or children) to walk, bike, or roll to/from school by... Please select all that apply.

- Identifying the most appropriate route to school
- Practicing walking or biking with my child to school on a weekend
- Ensuring my child's bike, scooter, or skateboard is in good working condition
- Making sure my child has proper clothing to walk or ride in the rain or cold
- Parking at least five minutes away from school and walking the rest of the way
- Volunteering to organize events such as Walking Wednesdays
- Registering for a bike skills course
- I do not have capacity or am unable to support development and implementation of the School Travel Plan
- Other (please specify): _____

SAFETY CONCERNS AND OPPORTUNITIES FOR IMPROVEMENT

12. In your opinion, is your neighbourhood safe for children to walk, bike, or roll (using a scooter, skateboard, or wheelchair) to school?

- Strongly agree
- Agree
- Disagree
- Strongly Disagree

- Unsure/no opinion

13. Do any of the following issues occur in the area around your child's school? Select all that apply.

- Excessive congestion at drop off/pick up times
- Unsafe street crossings and/or lack of marked crosswalks
- Poor driver behaviour (cell phone use, speeding, parking infractions, etc.)
- Poor visibility/lighting
- Unclear signage/lack of signage
- Lack of suitable facilities for walking and/or cycling
- There are no issues
- Other, please specify: _____

14. Please describe any specific locations along the journey to school where safety is a concern. Please provide the location (street and closest intersection) and a specific concern(s).

LOCATION:	CONCERN:

15. What improvements would you like to see to increase safety and comfort on your child's journey to/from school?

IN 2025, PARKWAY ELEMENTARY WILL BE TRANSITIONING INTO SKAHA LAKE ELEMENTARY. [Skip logic - only show if responded "Parkway Elementary" in Q1]

16. How do you think this will impact how you travel to school?

	More Frequently	Less Frequently	No Change / Unsure
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scooter or skateboard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car (just your family)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool (2 or more families)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

17. Do you have any concerns about how this change will affect your travel patterns?

Thank you!

Your time and input are greatly appreciated.