



WILTSE ELEMENTARY SAFE ROUTES TO SCHOOL

FINAL REPORT
MAY 2026



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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 people working in Penticton have the opportunity to safely and comfortably walk and bike to parks, schools, shopping, jobs and other destinations.

The City of Penticton has partnered with Wiltse Elementary 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 engage and listen to the school community including the students, their caregivers (parents and guardians), school staff, and the PAC to plan for 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

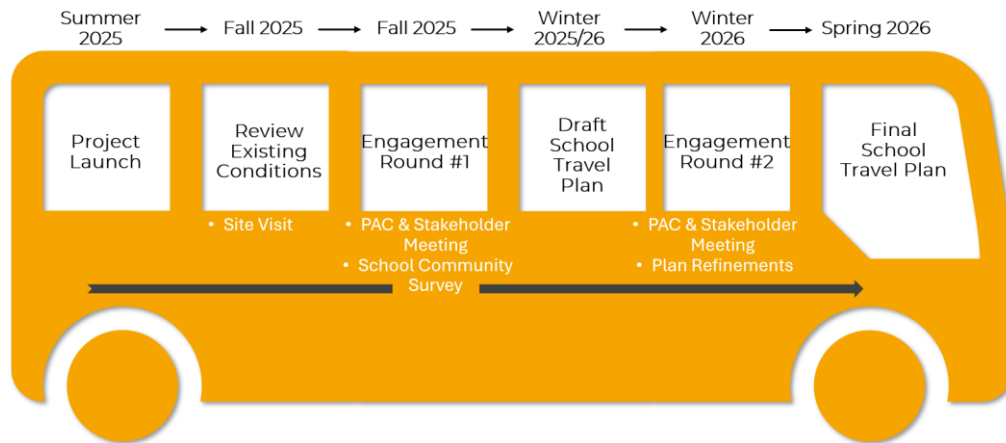
There are several reasons why promoting active transportation to and from school is important, including:

- **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

Wiltse Elementary was identified to receive a Safe Routes to School Plan by the City of Penticton. The City of Penticton oversaw the process at Wiltse Elementary with support from a consultant, 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 27, 2025):** The project team met with Wiltse Elementary administration and the City of Penticton to kick-off the project and identify initial transportation issues.
- **Site Visit (October 1, 2025):** 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 (November 12, 2025):** The project team met with the Wiltse Elementary PAC to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.
- **Community Survey (November 10, 2025 to December 15, 2025):** An online family survey was conducted using 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) and overall traffic safety concerns that affect caregiver's decision to allow children to walk or bicycle to school.
- **Student Survey (March 2026):** In addition to the community survey, students at Wiltse 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 (March 2026):** Based on the survey findings from the facilitated engagement activities, a draft School Travel Plan was developed by the project team.
- **PAC Meeting (March 11, 2026):** The project team met with the Wiltse Elementary PAC to share the draft School Travel Plan and collect feedback for refinement.
- **Final School Travel Plan (May 2026):** 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 Wiltse Elementary.

2 WILTSE ELEMENTARY SCHOOL OVERVIEW

Wiltse Elementary is located at 640 Wiltse Boulevard in the southeast area of Penticton, BC. Wiltse Elementary is a public school with approximately 350 students enrolled in kindergarten to Grade 6 and will be introducing Grade 7 for the 2026/2027 school season. The existing childcare program at Wiltse Elementary (Junior Kindergarten) has recently been relocated to a new childcare facility on Balsam Avenue with approximately 80 spaces, in addition to the existing *Two Peas In A Pod* Childcare Centre on the corner of Dartmouth Drive and Wiltse Boulevard.

Wiltse Elementary School is located southeast of the downtown area on the hillside in a predominantly residential area. An overview of Wiltse Elementary and the surrounding transportation network is shown in **Map 1**, including approximate walksheds based on walking distances along the street network. Students attending Wiltse Elementary School primarily travel from the immediate surrounding neighbourhood to the north, south, east, and west of the school. Additionally, development for new homes above Evergreen Drive has recently been approved, which will likely bring more growth to the existing school catchment area.

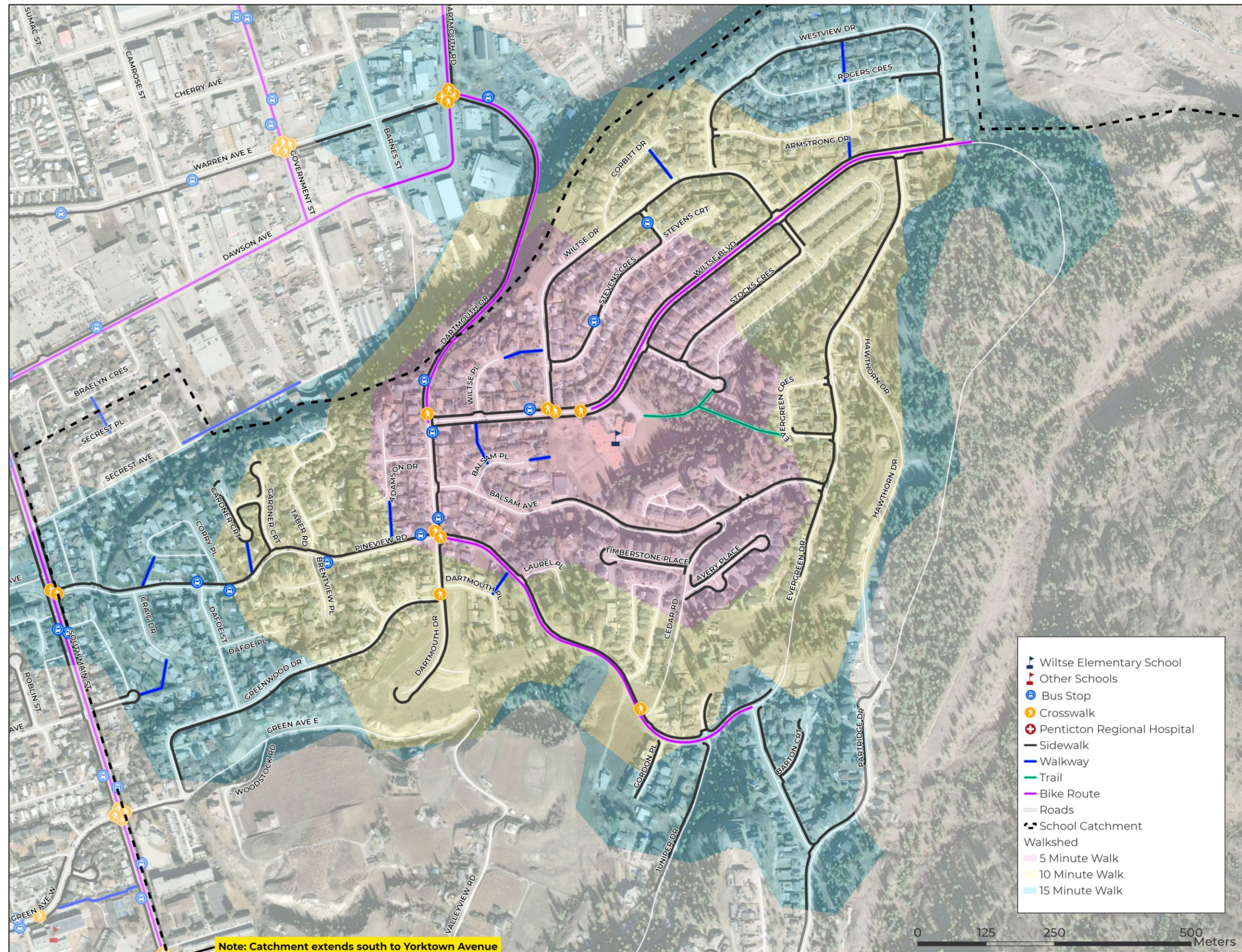
Wiltse Elementary's front entrance is located on Wiltse Boulevard. The school can be accessed at the front entrance via Wiltse Boulevard, or from the back of the school, from Balsam Avenue and Balsam Place via pathways. A staff parking lot is provided northeast of the school and accessible parking is provided north of the school at the front entrance. Bus parking is also provided on Wiltse Boulevard in front of the school. Bicycle parking is located near the main entrance.

Various traffic calming measures are already implemented near the school. Two raised pedestrian crosswalks are provided on Wiltse Boulevard, directly in front of the school. Adjacent to the raised crosswalks are speed humps with curb extensions, and dynamic speed signs providing speed feedback to drivers travelling uphill and downhill on Wiltse Boulevard towards the school. Additionally, a speed hump with road narrowing using delineators is installed southwest of the school property on Balsam Avenue.

Raised crosswalk on Wiltse Boulevard (left) and pathway access from Balsam Avenue (right)



Map 1: Current Conditions Wiltse Elementary School



Infrastructure to accommodate active transportation users near Wiltse Elementary is provided through pedestrian crosswalks at select intersections and mid-block locations. Sidewalks are located on both sides of Wiltse Boulevard but on the surrounding roads, sidewalks may be present on only one side or none at all. The sidewalk along the school frontage on Balsam Avenue terminates at the edge of the school property. West of the school at the Dartmouth Drive and Wiltse Boulevard intersection, a pedestrian crosswalk with zebra marks is provided on the north leg of the intersection.

Wiltse Boulevard is a bike route where cyclists and motorists share the road, generally marked by sharrows and signage. There are green painted bike lanes located at speed humps and raised crosswalks to separate cyclists and motorists at those locations. The surrounding roads do not have any cycling facilities.

Street parking is available on both sides of Wiltse Boulevard and is highly utilized during the PUDO periods. Caregivers have been observed parking in travel lanes adjacent to the school entrance to drop off students. During PUDO, vehicles are observed parking on Wiltse Boulevard in the designated bus zone despite the “no stopping” signage. Non-compliant drivers have sometimes been described to be aggressive. Motorists will often complete a U-turn on Wiltse Boulevard, at or near Stocks Court, which poses a significant safety concern for pedestrians and drivers.

For students in Kindergarten to Grade 7 who reside more than 2.5km 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 Wiltse Boulevard, Dartmouth Drive, and Pineview Road.

Wiltse Boulevard at Wiltse Elementary, facing west (left) and sidewalk termination on Balsam Avenue (right)



Wiltse Boulevard is a two-lane Minor Collector road with a 50km/h speed limit, except for along the frontage of Wiltse Elementary, where the speed limit is reduced to 30km/h through the designated school zone. Wiltse Boulevard is a wide road with steep grades and sweeping curves that can encourage higher motor vehicle speeds. Balsam Avenue is also designated a school zone and posted with a 30km/h speed limit. Balsam Avenue is frequently used as a PUDO location for caregivers and students.

Based on the current *Transportation Master Plan* (WSP, 2021), there were a few relevant priorities identified related to sidewalk and cycling network plans in the Wiltse Elementary community including:

- Wiltse Boulevard (Dartmouth Drive – Evergreen Drive) – Separated Bike Lane
- Dartmouth Drive (Greenwood Drive – Wiltse Boulevard) – Separated Bike Lane

These priorities will continue to be incorporated into the Action Plan laid out in Section 6 of this report.

3 ENGAGEMENT SUMMARY & SURVEY ANALYSIS

To better understand transportation patterns, challenges, and opportunities at Wiltse 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. 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 **48 responses** from caregivers of children who attend Wiltse Elementary.
- **PAC Presentation and Discussion:** The project team met with Wiltse Elementary School's PAC to introduce the Safe Routes to School process and gather input regarding transportation related issues and opportunities.
- **Student Survey:** School administration facilitated a hands-up survey with students to gather information on how they travelled to and from school that week. Findings from the in-class activity 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

- Driving is currently the primary daily transportation mode of choice for students and families, followed by walking.

- The top reason caregivers choose to drive their child to school is due to convenience and time pressures, followed by poor weather, and distance.
- More families would consider travelling to school using active modes if their children were older, if safer paths or routes were available, and if there were safer places to cross the street.

INFRASTRUCTURE

- Raised crosswalks are present near the school entrance, however there are few marked crosswalks further along Wiltse Boulevard and on routes to the school
- Cycling infrastructure is limited or often non-existent on streets in the surrounding neighbourhood
- Caregivers would like to see more Kiss and Go locations.

ROAD SAFETY

- Caregivers are concerned about intersections where the curves and hills, parked vehicles, and lack of traffic control create unsafe conditions. Locations mentioned include Wiltse Boulevard and Dartmouth Drive, Wiltse Drive and Stevens Crescent, Greenwood Place and Greenwood Drive, Pineview Road and Evergreen Drive, Evergreen Drive and Balsam Avenue.
- Speeding is a concern in the neighbourhood, specifically noted on Wiltse Boulevard, Balsam Avenue, and Pineview Road. Caregivers would like to see traffic calming measures to slow vehicle speeds such as speed reader boards and raised crosswalks implemented on Balsam Avenue.

PICK-UP / DROP-OFF BEHAVIOURS

- Excessive congestion was the top issue caregivers experience.
- Caregivers are parking in illegal and/or unsafe locations, such as the designated bus parking, the accessible parking lot at the front of the school, in front of driveways, and in the middle of the road.
- Limited vehicle turnaround areas encourage U-turns on Wiltse Boulevard during PUDO.
- Congestion on Balsam Place cul-de-sac creates unsafe conditions for pedestrians and blocks residents' driveways.
- Caregivers have expressed desire for more enforcement during PUDO.

ACTIVE TRANSPORTATION OPPORTUNITIES

- Caregivers have noted missing pedestrian and cyclist connections between Valleyview Road and Dartmouth Drive.
- Caregivers would like more pathways connecting cul-de-sacs with the neighbourhood to avoid long detours and unsafe routes.

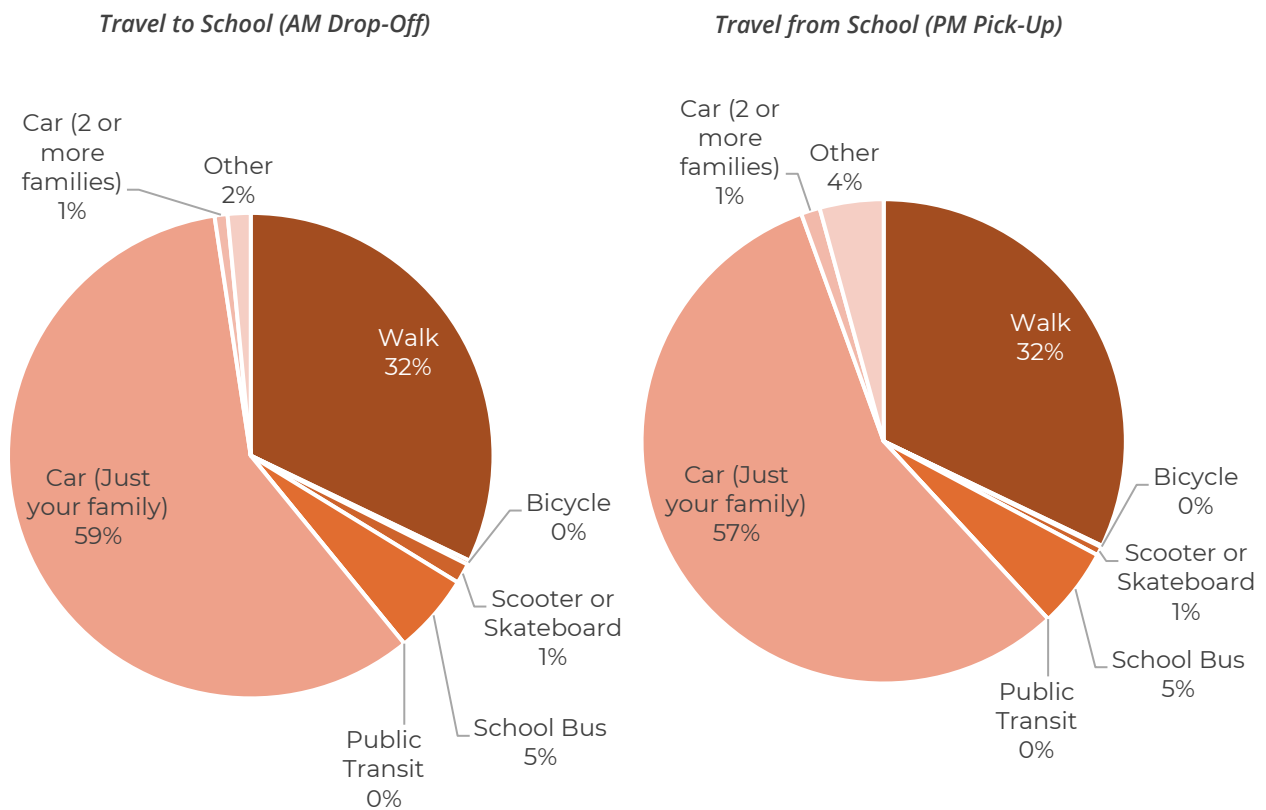
3.3 Survey Analysis

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 over four consecutive days between February 24 and February 27, 2026, and includes an average of 262 and 258 student responses per day on travel to and from school, respectively.



The Classroom Survey results show that driving with just their family is the primary mode of choice for families, with 59% in the AM drop-off and 57% in the PM pick-up. A large portion of students walk to and from school with (32%). Travel by bus is also a significant travel mode choice with 5% of students using the school bus to travel to and from school.

3.3.2 Community Survey Results

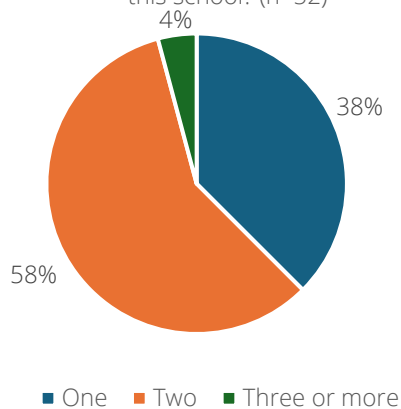
The Community Survey was conducted using the City's *Shape Your City* engagement platform and promoted to the school community via school administration and the PAC.

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 / caregivers. A total of **52 responses** were received from caregivers of children who attend Wiltse Elementary School. The survey responses are summarized below.

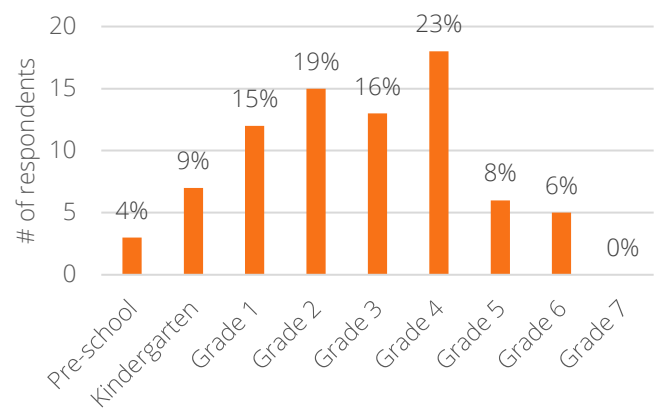
Who We Heard From

The majority of families who responded to the survey have two children who attend Wiltse Elementary, followed by families who have one child, and a smaller number of families who have three or more. Of those children, the highest proportion are in grade four and grade two, followed by grade three, and grade one.

How many children in your family attend this school? (n=52)



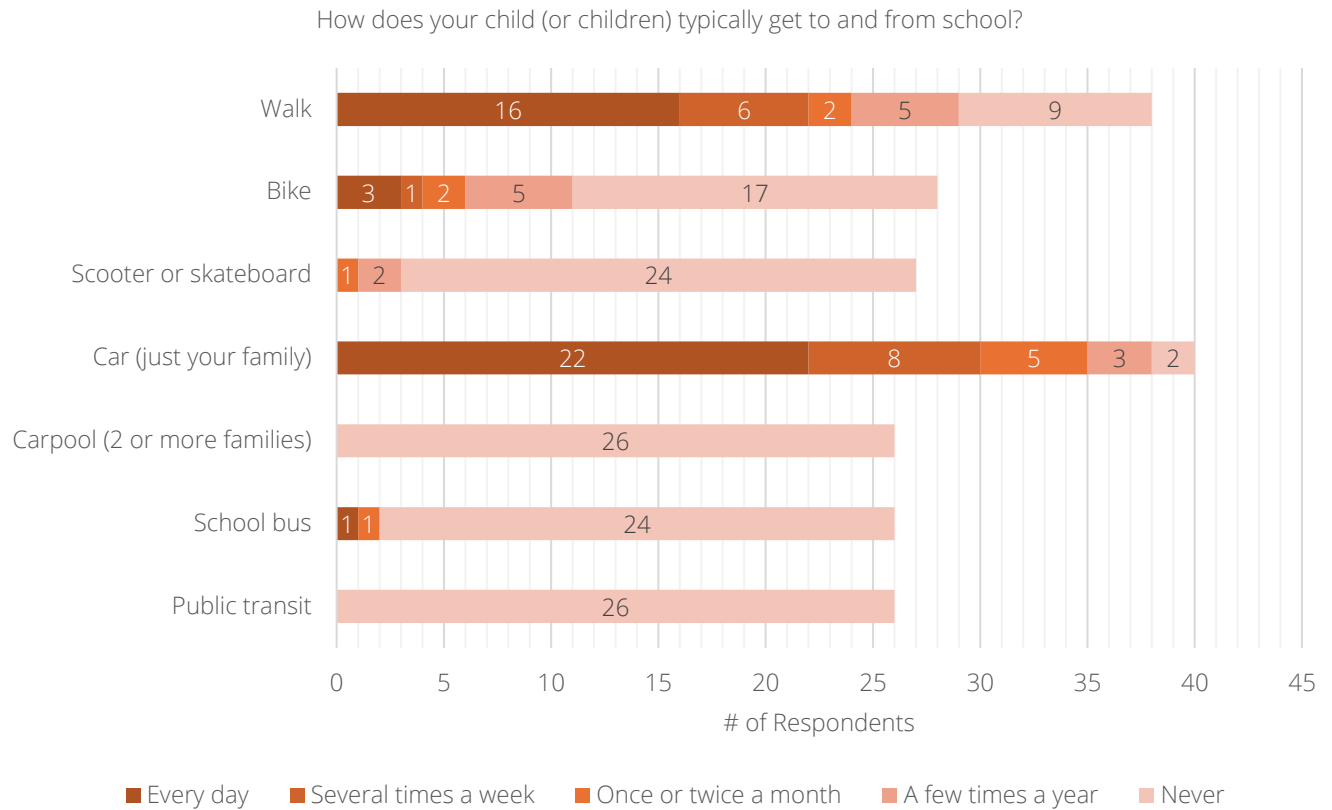
What grade is your child in? If you have multiple children, select multiple grades. (n=79)



Travel to and from School

Travel Mode

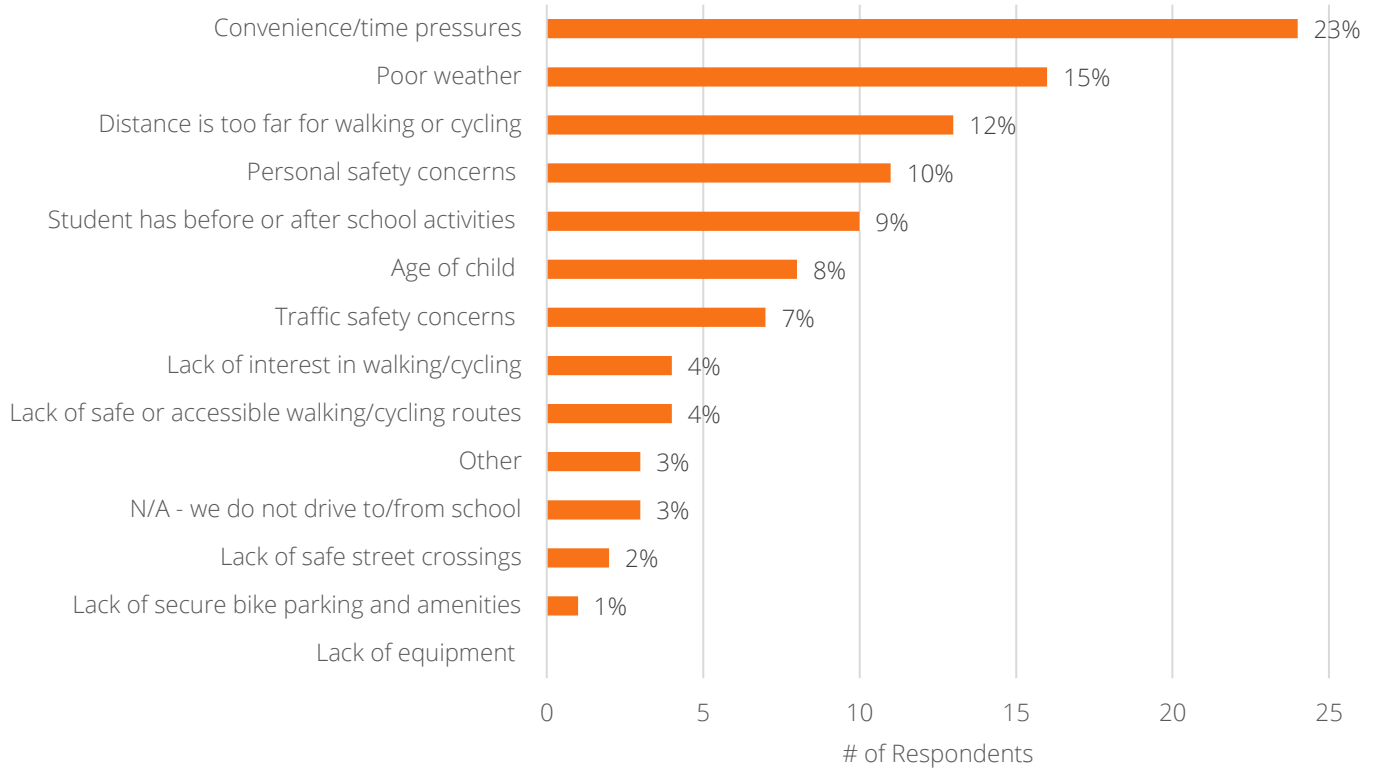
Driving (just their family) is the most common travel mode to and from school, followed by walking. Few families take the school bus, and no respondents use public transit or carpool.



Reasons for Driving

The primary reason caregivers choose to drive is due to convenience and time constraints, followed by poor weather and the distance of walking or cycling being too far.

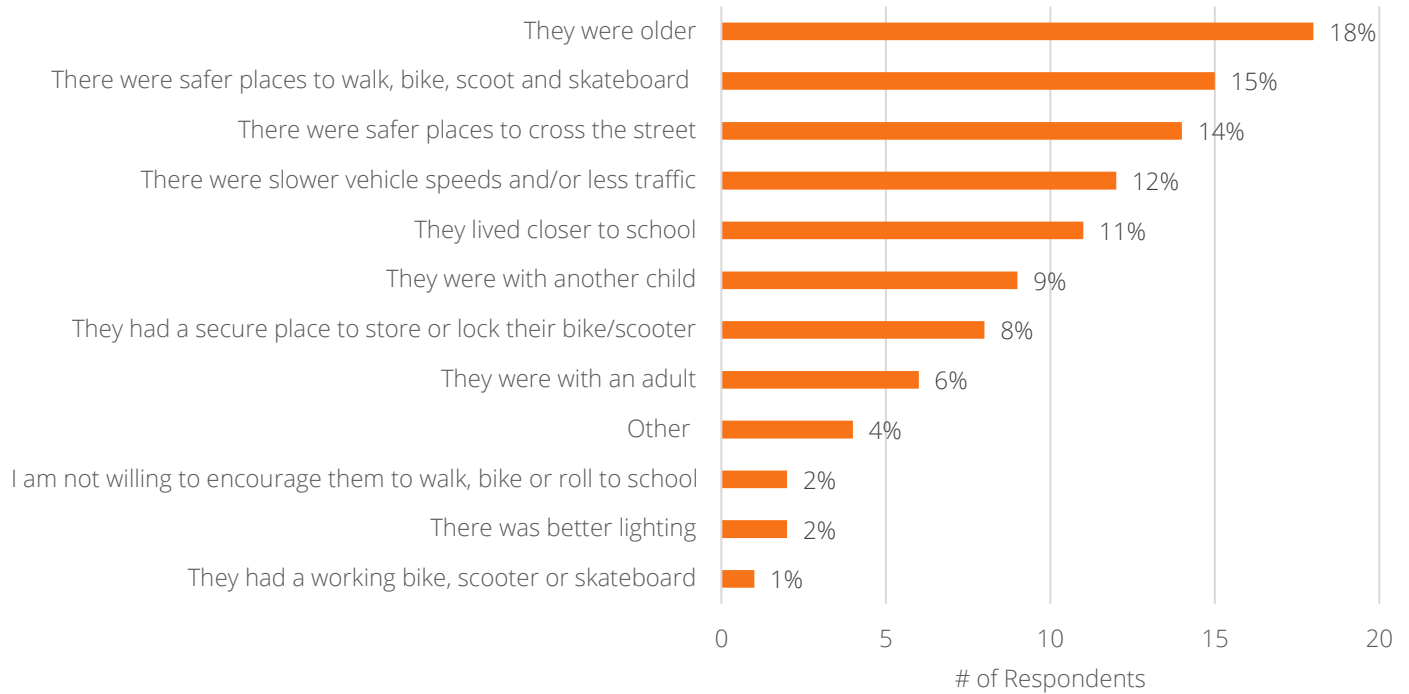
If/when you drive your child (or children) to/from school, what are your primary reasons? Please select up to 3 responses. (n=48)



Encouraging Active Transportation

A majority of caregivers would support their child walking, biking or rolling to school if they were older. Other key factors in encouraging their children to use active modes of travel to school include safer paths or routes and safer places to cross the street.

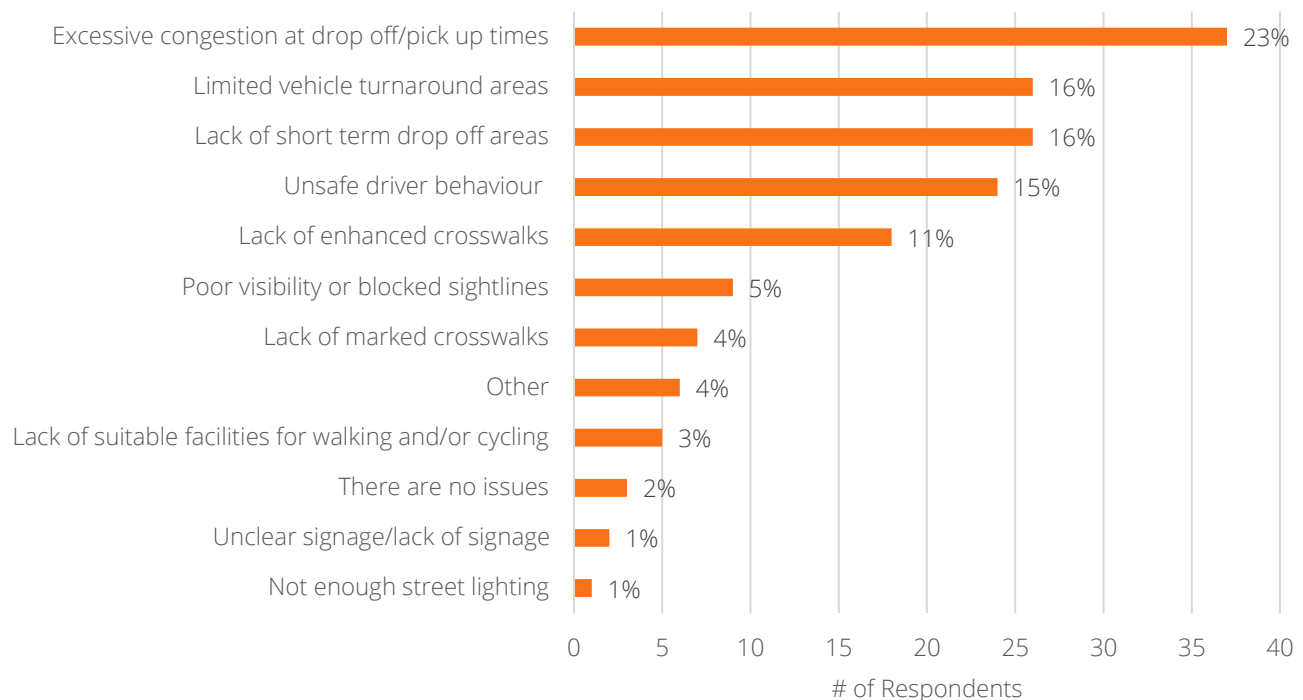
I would encourage my child (or children) to walk, bike or roll (using a scooter, skateboard, or wheelchair) to school if... Please select up to 3 responses. (n=48)



Issues

Around their child's school, caregivers are most concerned about excessive congestion at PUDO times. Limited vehicle turnaround areas, lack of short-term drop off areas, and poor driver behaviour are other notable areas of concern. Only 2% of caregivers believe there are no issues.

Do any of the following issues occur in the area around your child's school? Select all that apply.
(n=48)



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, high speeds, and unpredictable drivers. Specific intersections mentioned include Wiltse Boulevard and Dartmouth Drive, Wiltse Drive and Stevens Crescent, and Balsam Avenue and Cedar Road intersections.

Lack of sidewalks

Many expressed concerns about the absence of sidewalks on routes to Wiltse Elementary. The lack of this pedestrian infrastructure forces children to walk on the road or cross multiple times to reach a safe route. Notable residential streets with this issue include Balsam Avenue, Balsam Place, and smaller residential streets mentioned include Rogers Crescent, Westview Drive, and Armstrong Drive.

Speeding and traffic concerns

There are major concerns about cars driving too fast in the Wiltse neighbourhood. Streets like Wiltse Drive, Pineview Road, Greenwood Drive, and Balsam Avenue are highlighted as problematic. Caregivers highlighted the steep hills, long straight stretches and insufficient signage as contributing factors.

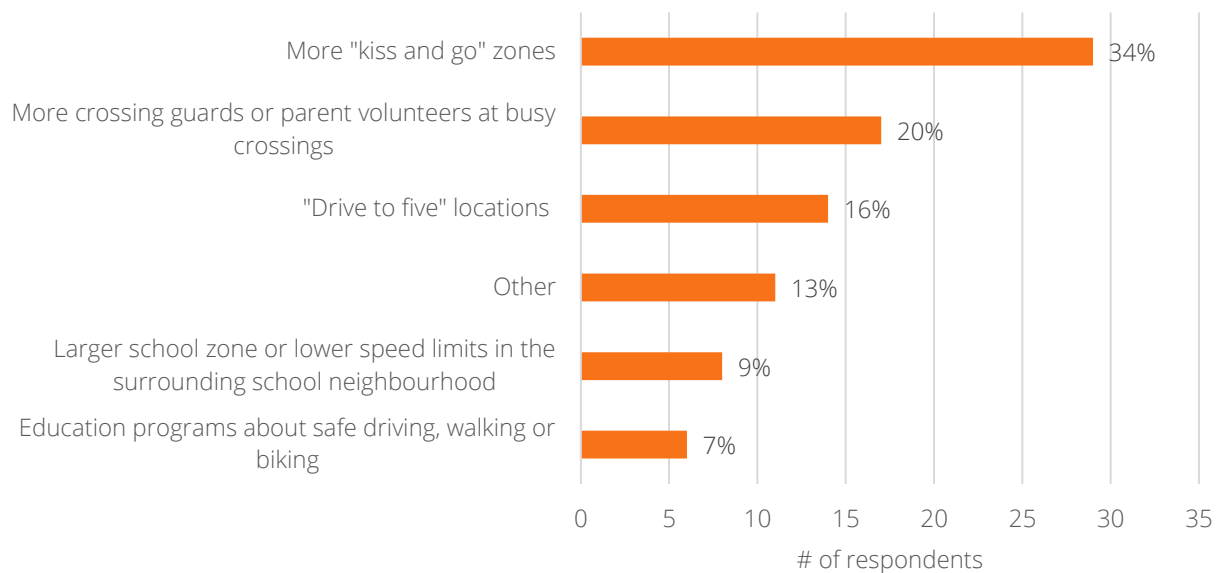
Pick up / drop off congestion

Most caregivers are concerned about the challenging conditions during pick up and drop off times, including illegal parking, blocked driveways, and increased conflicts between pedestrians, vehicles and cyclists. Areas such as Balsam Place and the Balsam Place cul-de-sac have become informal drop off zones without signage or safe circulation.

Opportunities

Parents were asked what programs they believe would make travelling to school more safe for their children. Approximately one third of parents would like to see more “kiss and go” zones. Additionally, caregivers would like to see more crossing guards or parent volunteers and “drive to five” locations.

What initiatives or programs do you think would help make travel to school safer and more comfortable? Select all that apply. (n=48)



Caregivers 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:

Sidewalk additions and crosswalk improvements

Many emphasized the need to address sidewalk gaps and add more marked crosswalks in the area. Many locations mentioned are along the Balsam Avenue, Wiltse Drive, and Dartmouth Drive corridors. Some would also like to see crossing guards at high traffic crossings, like Pineview Road, to help young children cross safely.

Traffic calming measures

There is desire for more traffic calming measures such as speed reader boards and physical speed bumps on streets like Balsam Avenue, Dartmouth Drive, and Pineview Road to help slow traffic and ensure pedestrian safety.

PUDO infrastructure

There is a general desire for more parking, Kiss and Go zones, and safer turnaround areas at intersections such as Stevens Crescent and Stocks Court to reduce major congestion.

Better enforcement

Caregivers expressed that better enforcement is needed in the area to address poor driver behaviour. There were calls for a greater police or bylaw presence, particularly during school pick-up and drop-off times, to enforce speed limits, parking rules, and school-zone regulations.

Other

Other suggestions included expanding the painted bike lanes along Wiltse Boulevard.

4 VISION AND GOALS

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

At Wiltse Elementary School, students, caregivers, and staff are provided with safe and flexible transportation options. The transportation network supports slow vehicle speeds, safe driving behaviours, and connected pedestrian and bicycle routes where children are encouraged to choose active modes.

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

Goal 1: Improve safety and infrastructure along active routes to school

This goal focuses on safety for active modes of commuting to school and aims to create more routes to school that provide a safe, continuous connection from the surrounding neighbourhood to Wiltse Elementary School. Further detail is provided in the action plan. Infrastructure on routes to school should also encourage slower vehicle speeds and make active transportation users more visible.

Goal 2: Encourage safe driver behaviour

This goal focuses on driver behaviour during PUDO times, encouraging caregivers to use the correct behaviours. A combination of engineering interventions, policy, and educational material will support this goal.

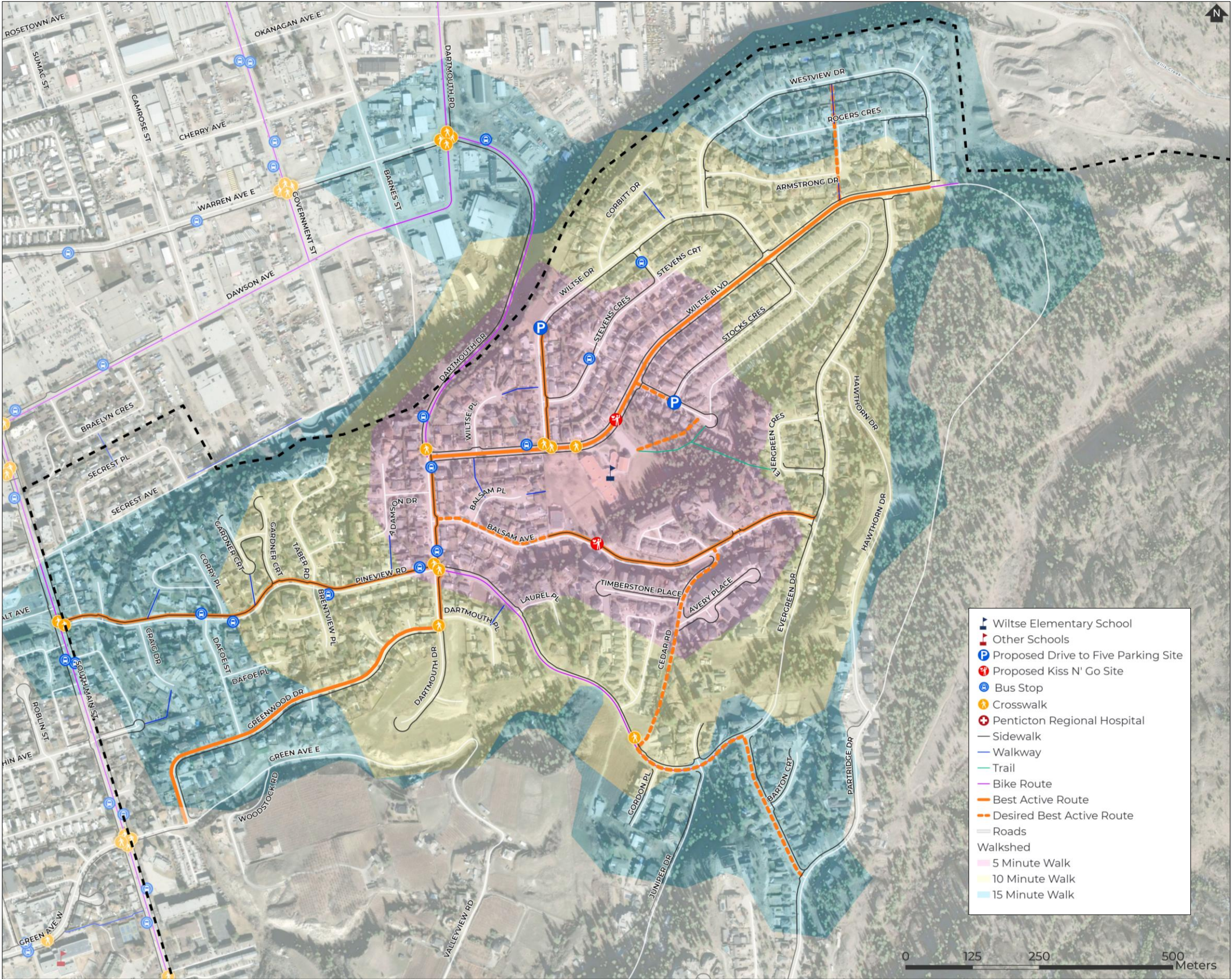
Goal 3: Promote frequent use of active transportation modes

This goal focuses on proper education and promotion of the use of active transportation modes to caregivers and children. Providing safe and connected facilities for walking, cycling and rolling will encourage more families to choose active modes. This goal can be monitored through annual student and community surveys.

5 BEST ROUTES TO SCHOOL MAP

The Best Routes to School Map shows the transportation network within the school walkshed, and highlights active routes that students can safely walk and cycle to school on. The map also highlights approximate walking times, the location of existing pedestrian crossings, sidewalks, bike lanes, neighbourhood walkway connections, trails, transit stops, and proposed 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: Wiltse 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 Wiltse 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 people who work in Penticton have opportunities 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.

The Action Plan is provided in the table below. Engineering actions were prioritized as high, medium, and low; however, priorities will need to be considered in conjunction with other City-wide projects. Project IDs do not indicate an order of preference. Actions identified below also included suggested solutions for long-term improvements that may require larger capital planning consideration. Costs were ranked at a planning-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, speed humps, 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 - Stocks Court - Wiltse Drive Kiss N' Go Location - Balsam Avenue (at school frontage) - Wiltse Boulevard (at school and nature park frontages)	PUDO near school frontage is congested and causes road safety concerns.	Formalize Drive to Five+ Locations to encourage PUDO away from school frontage. All Drive to Five+ locations should be approved by property owners. Promote Kiss N' Go locations to parents / caregivers via the PAC and school administration. A Walking School Bus program could support this action item. Tactical urbanism could be used to support this such as smiley faces painted on best routes sidewalks. Some Drive to Five+ locations may require infrastructure improvements on the active route to school.	High	City of Penticton and PAC	\$
2	Wiltse Boulevard and Stocks Crescent	Illegal U-Turns on Wiltse Boulevard	Add a traffic circle to intersection to formalize a turnaround location and reduce traffic speeds.	High	City of Penticton	\$\$-\$\$\$
3	Pineview Rd and Dartmouth Dr	Crosswalk upgrades	Upgrade the crosswalks on the north and east legs of the Pineview Road / Dartmouth Drive intersection to increase visibility for users. Raised crosswalks are an option that can also reduce vehicle speeds.	High	City of Penticton	\$
4	Balsam Avenue and Cedar Road	Crosswalk opportunity	Add raised crosswalk at the west leg of the Balsam Avenue and Cedar Road intersection to facilitate best routes and reduce traffic speeds along Balsam Avenue.	High	City of Penticton	\$\$
5	Balsam Avenue	Sidewalk gap	Construct sidewalk on north side of Balsam Avenue from the existing sidewalk to Dartmouth Drive.	High	City of Penticton	\$\$\$
6	Balsam Avenue	Speeding concerns	In addition to the recommended raised crosswalk at Cedar Road, explore other opportunities to implement traffic calming measures along Balsam Avenue (i.e. speed humps, chicanes, speed reader board).	High	City of Penticton	\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
7	Balsam Avenue and Dartmouth Drive	Crosswalk upgrade	Improve visibility of crosswalk on east leg of the Dartmouth Drive and Balsam Avenue intersection (e.g. add zebra paint markings, curb extensions).	Medium	City of Penticton	\$
8	Accessible Parking Lot	Drop-offs at curb of parking lot entrance	Move existing sign and cones to bike lane buffer curb to prevent drop-offs at school entrance.	Medium	School Administration	\$
9	Wiltse Boulevard	Vehicles parking too close to bike lanes near crosswalks	Add no-parking signage and/or flexible delineators adjacent to midblock curb extensions.	Medium	City of Penticton	\$
10	Wiltse Drive	Sidewalk gap	Consider constructing a sidewalk on the west side of Wiltse Drive from Wiltse Boulevard to the city-owned property adjacent to 2437 Wiltse Drive.	Medium	City of Penticton	\$\$
11	Stocks Crescent	Sidewalk gap	Consider constructing a sidewalk on the south side of Stocks Crescent to facilitate the road as a Drive to Five+ location.	Medium	City of Penticton	\$\$
12	Armstrong Drive	Crosswalk opportunity	Evaluate the need and required treatment for crosswalks at the Armstrong Drive and Rogers Crescent intersection and across Armstrong Drive to connect the sidewalk on Armstrong Drive to the neighbourhood pathways.	Medium	City of Penticton	\$
13	Wiltse Drive and Stevens Crescent	Illegal U-Turns	Prevent U-turns by implementing centreline bollards or planters, or reduce the intersection size with traffic circle or curb extensions.	Medium	City of Penticton	\$\$\$\$
14	Balsam Place	Illegal parking during PUDO	Curb painting and signage to delineate no-parking areas, increased bylaw enforcement.	Medium	City of Penticton	\$
17	Cedar Road	Sidewalk gap	Construct multi-use pathway or sidewalk along west side of Cedar Road between Timberstone Place and Pineview Road.	Medium	City of Penticton	\$\$\$

Note: The long-term plan for Cedar Road is to close off the existing access at Pineview Road

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Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
15	Balsam Place	Sidewalk gap	Install sidewalk from Balsam Avenue to the school pathway to provide a safe active route within the cul-de-sac.	Medium	City of Penticton	\$\$\$
16	Wiltse Boulevard	Vehicles illegally parking in bus parking at front of school	Red paint on curb or parking lane and signage to indicate area is only for bus parking. Increased enforcement and parent education.	Medium	City of Penticton	\$\$-\$\$\$
18	Dartmouth Drive and Wiltse Boulevard	Speeding and sightline concerns	Reduce intersection size (i.e. pork chop/splitter island), or alternatively a traffic circle.	Medium	City of Penticton	\$\$\$
19	Dartmouth Drive and Wiltse Boulevard	Crosswalk safety	Move crosswalk to south leg of intersection (and west extend sidewalk to connect) to improve visibility of crosswalk.	Medium	City of Penticton	\$\$
20	Wiltse Boulevard and Dartmouth Drive	Lack of cycling facilities	Explore ways to implement planned separated bike facilities along corridors.	Medium	City of Penticton	\$\$\$
21	Pineview Road and Greenwood Drive	Speeding concerns	Add traffic calming measures such as speed humps, chicanes, and road narrowing to reduce traffic speeds along corridors.	Medium	City of Penticton	\$
22	Wiltse Boulevard Staff and Visitor Parking	Drop-off congestion and limited staff parking	Consider expanding and reconfiguring the parking lot (angled parking and “U” for Kiss N’ Go drop-offs)	Low	City of Penticton and School District	\$\$\$
23	Evergreen Crescent and Stocks Court	Connection opportunity	Formalize the pathways connecting Evergreen Crescent and Stocks Court to the school property. May require stairs at steep grades.	Low	City of Penticton	\$\$\$
24	Pineview Road	Crosswalk gap and speeding concerns	Add a crosswalk on Pineview Road between Cedar Road and Evergreen Drive to connect south of Pineview Road to the future Cedar Road pathway. Consider traffic calming along Pineview Road.	Low	City of Penticton	\$\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
25	Timberstone Place	Connection and Drive to 5+ opportunity	Formalize pathway (staircase) connecting Timberstone Place to Balsam Avenue and designate as a Drive to 5+ Opportunity. Add crossing on Balsam Avenue in conjunction with this improvement.	Low	City of Penticton	\$\$\$
26	Valleyview Road	Connection opportunity	Formalize pathway (staircase) connecting Valleyview Road to Dartmouth Drive.	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	Promote, implement and build upon current Penticton Safe Routes to School Plans that have been shaped with school communities across the City.	Penticton Safe Routes to School Program	High	City of Penticton, PAC & School Administration
2	Organize Walking School Bus groups to facilitate group travel from Drive to Five+ Locations to Wiltse 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

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Project ID	Action	Resources	Priority	Responsibility
3	Incorporate BC Transit's Ready to Roll transit education program into lessons and special events (such as Earth Day or other environmental events)	BC Transit – Bus Ready	High	School Administration
4	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 I Spy Card School Travel Planning: Sample School Newsletter	High	School Administration and PAC
5	Participate in active transportation 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
6	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 Bike Sense 7th Edition	High	School District & School Administration
7	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
8	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

Project ID	Action	Resources	Priority	Responsibility
9	Prepare and distribute caregiver messaging newsletters each month with a strategy/theme and resources. Themes could include active travel in winter, reminders to slow down and park in appropriate locations, etc.	School Commute Planning	Medium	School Administration and PAC
10	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
11	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. Wiltse administration should coordinate with the RCMP to plan visits and indicate problem locations that should be investigated. It is also important that Wiltse emphasize the education component of enforcement by communication with students and parents / caregivers 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	Conduct regular (quarterly or bi-annually) community safety audits along Best Routes.	High	RCMP and Bylaw
4	Monitor and collect speed data, motor vehicle volumes, and safety compliance to evaluate engineering improvements annually.	High	City of Penticton

6.4 Evaluation Action Items

The evaluation action items below are primarily intended to be implemented by Wiltse Elementary in collaboration with the City of Penticton. It is now up to Wiltse 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



Classroom Hands-Up Student Survey

Purpose: The City of Penticton is developing a School Travel Plan for Wiltse 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								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										
2										
3										
4										
Total										



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

Day	Weather	Mode of Transportation								
	Today's weather	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										

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 December 15, 2025.

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)?

- ☐ Queen's Park Elementary
- ☐ Wiltse 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
- ☐ Grade 6
- ☐ Grade 7

TRAVEL CHOICES

4. How does your child (or children) typically get to and from school? For each mode of transportation below, please select how often your child uses it.

Mode of transportation	Every day	Several times a week	Once or twice a month	A few times a year	Never
Walk					
Bike					
Scooter or skateboard					
Car (just your family)					
Carpool (2 or more families)					
School bus					
Public transit					

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 another 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
- ☐ The route had fewer hills/less elevation
- ☐ 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
- ☐ Finding my child a buddy or responsible adult to walk, bike, or roll with
- ☐ 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. 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
- ☐ Lack of marked crosswalks
- ☐ Lack of enhanced crosswalks (ex. crossings with flashing lights)
- ☐ Lack of short term drop off areas (ex. "kiss and go" zones)
- ☐ Unsafe driver behaviour (cell phone use, speeding, parking infractions, etc.)
- ☐ Poor visibility or blocked sightlines
- ☐ Not enough street lighting
- ☐ Unclear signage/lack of signage
- ☐ Lack of suitable facilities for walking and/or cycling (ex. sidewalks, bike lanes)
- ☐ Limited vehicle turnaround areas
- ☐ There are no issues
- ☐ Other, please specify: _____

13. 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:

14. What initiatives or programs do you think would help make travel to school safer and more comfortable? Select all that apply.

- ☐ More “kiss and go” zones (short-term drop off areas)
- ☐ “Drive to five” locations (designated drop off spots about a 5-minute walk to school)
- ☐ Larger school zone or lower speed limits in the surrounding school neighbourhood
- ☐ Education programs about safe driving, walking, or biking
- ☐ More crossing guards or parent volunteers at busy crossings
- ☐ Other, please specify: _____

GENERAL

15. Do you have any additional comments that you would like to share with the project team?

Thank you!

Your time and input are greatly appreciated.