

KVR ELEMENTARY SAFE ROUTES TO SCHOOL

FINAL REPORT

May 2026



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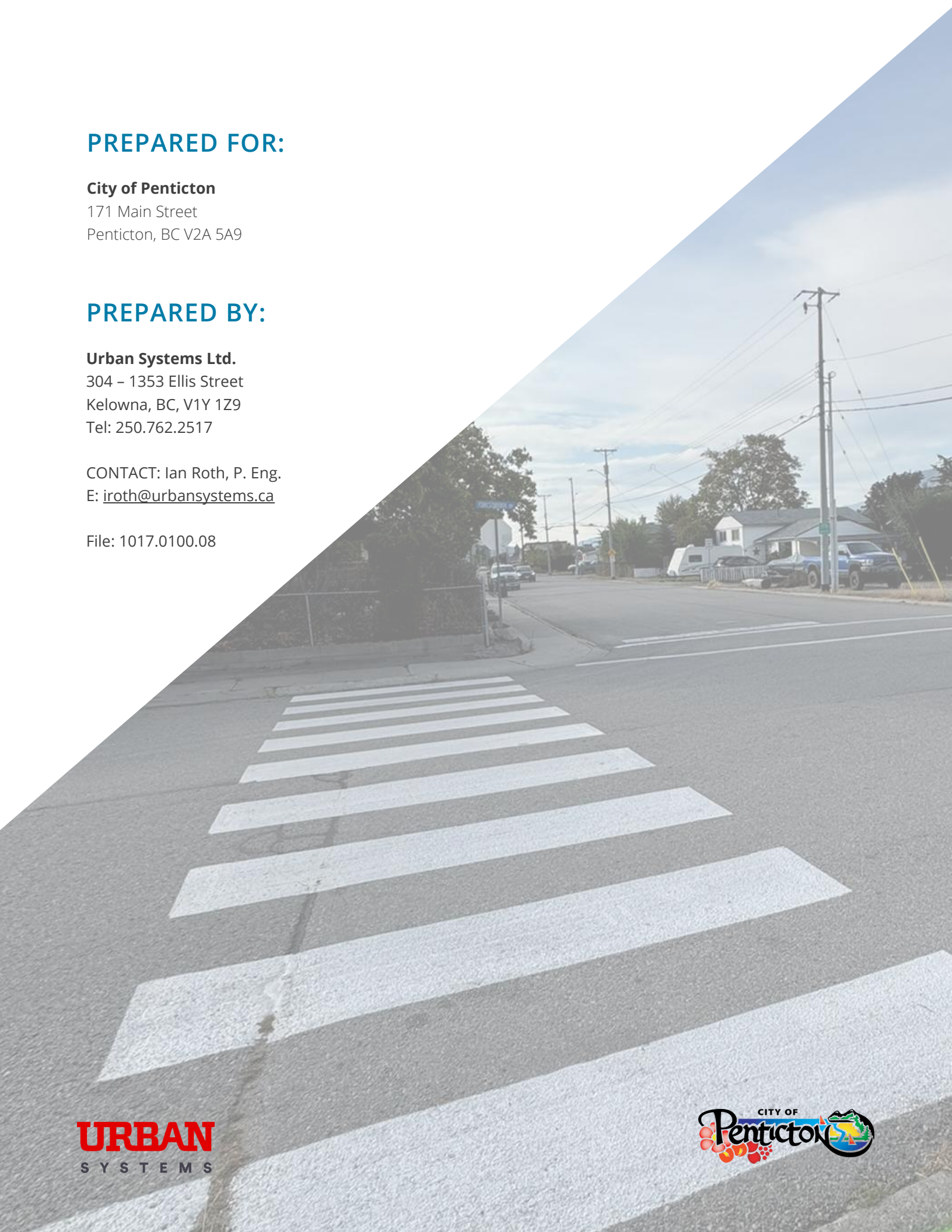
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1 SAFE ROUTES TO SCHOOL PLAN

1.1 Overview

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.

During the 2023/2024 school year, the City of Penticton worked closely with Carmi Elementary on a pilot project to help identify safe routes to school using active transportation. Informed through best practices and community engagement, this plan established a best routes map and action plan that supports safe and comfortable environments for students to walk, wheel and roll to school, wherever possible. On June 30, 2025, Carmi Elementary School officially closed, and many students were redirected to KVR Elementary School (previously KVR Middle School), located less than 1 kilometer away. The existing Carmi Elementary Safe Routes to School Plan has been updated to reflect challenges and opportunities at KVR Elementary.

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.).



1.2 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 (PHAC) 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 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 is 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.



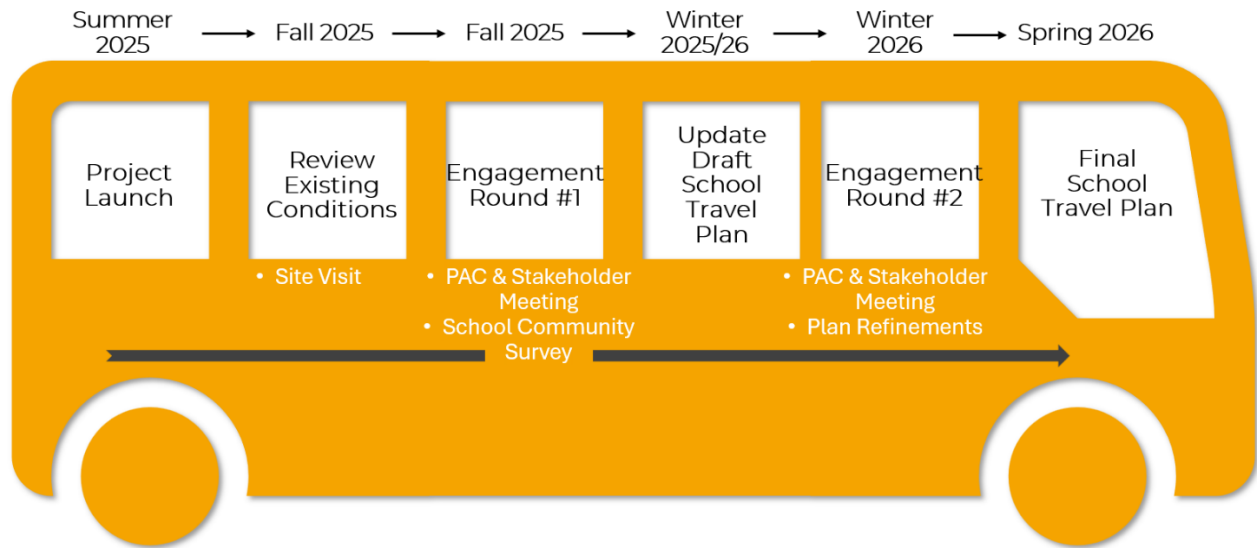
1.3 Process

The City of Penticton oversaw the engagement and plan development process at KVR Elementary with support from a consultant, whose team included professional transportation planners and engineers. The project team worked closely with school administration, staff, and students to gather information and coordinate events. With Carmi Elementary closed, the previous School Travel Plan was revised for KVR Elementary, focusing on updating the existing plan to meet the needs of KVR Elementary. Given the close proximity of the schools, much of the work done for Carmi Elementary is still relevant for the KVR Elementary Plan.

Previous work that was completed as part of the **Carmi Elementary School Travel Plan** includes:

- **Site Visit (May 2023):** The project team examined the school site during drop-off and pick up to better understand transportation challenges and opportunities. The surrounding catchment area was also examined for its current state of infrastructure.
- **Community Walkabout (May 2023):** A community walkabout was conducted following PM pick-up. The walkabout explored the immediate school neighborhood, looked at well-used routes, and brainstormed opportunities to address travel issues. Attendees included the project team (consultants and the City of Penticton staff), school administration, caregivers, and students. Key stakeholders were also invited to attend which included representatives from the School District and School Trustees as well as Bylaw.
- **Parent Advisory Committee Meetings (May 2023, January 2024):** The project team met with the Carmi Elementary Parent Advisory Committee (PAC) in May 2023 to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities, and then again in January 2024 to present the Draft Plan.
- **Community Survey (May 2023):** 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 caregivers' decision to allow children to walk or bicycle to school.
- **Student Survey (May 2023):** In addition to the community survey, students at Carmi 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.
- **Student Visioning Workshop (Fall 2023):** Students were also engaged by the school administration to participate in a visioning workshop. Students were asked to share what they love and dislike about how they get to school and to share ideas about what they would like to do differently.
- **School Travel Plan (Fall 2023):** Based on the survey findings from the facilitated engagement activities, a School Travel Plan was developed by the project team.

The following project process was conducted to update the plan to reflect KVR Elementary:



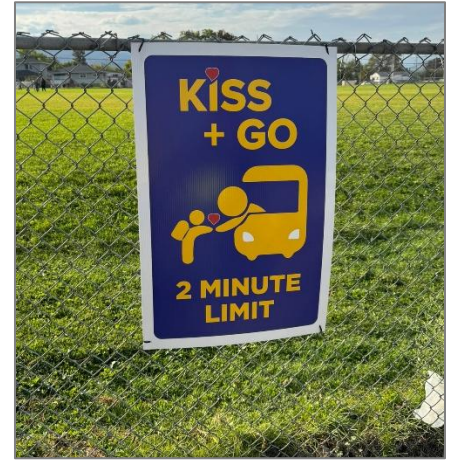
Key project and engagement milestones to develop this **KVR Elementary Safe Routes to School Plan** included:

- **Site Visit (October 1, 2025):** The project team examined the school site during school hours to better understand the transportation challenges and opportunities at the site. The surrounding catchment area was also examined for its current state of infrastructure.
- **PAC Meeting (November 18, 2025):** The project team met with KVR Elementary PAC to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.
- **Community Survey (November 10 to December 15, 2025):** 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 caregivers' decision to allow children to walk or bike to school.
- **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.
- **Student Survey (March 2026):** In addition to the community survey, students at KVR 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.
- **PAC Meeting (April 2026):** The project team met with the KVR 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 KVR Elementary.

2 KVR Elementary School Overview

KVR Elementary School is a public school located at 300 Jermyn Avenue in the City of Penticton, BC. Starting in the 2025/26 school year, KVR Elementary School welcomed families from 13 other schools across the community, now serving students in Kindergarten to Grade 7. In previous years, Grades 6 and 7 were offered at KVR Middle School with 347 students enrolled at the school during 2024/25. In the 2025/26 school year, KVR Elementary has welcomed approximately 560 students to the school.

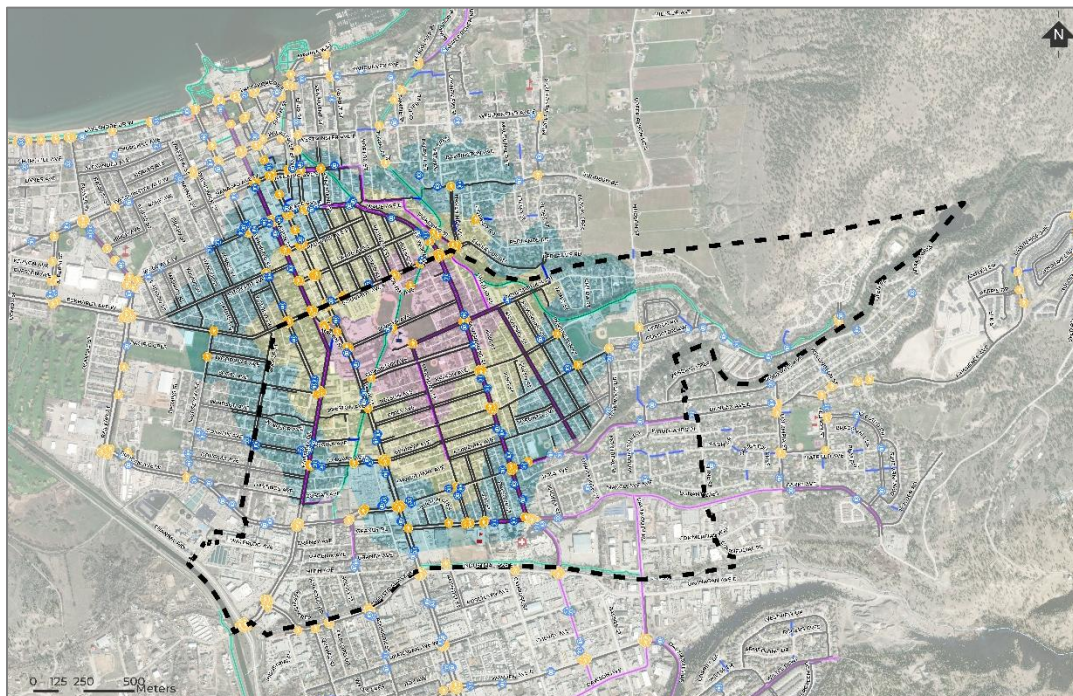
The StrongStart program is also hosted at KVR Elementary School, which provides early education for caregivers with children between the ages 0 – 5 years old.



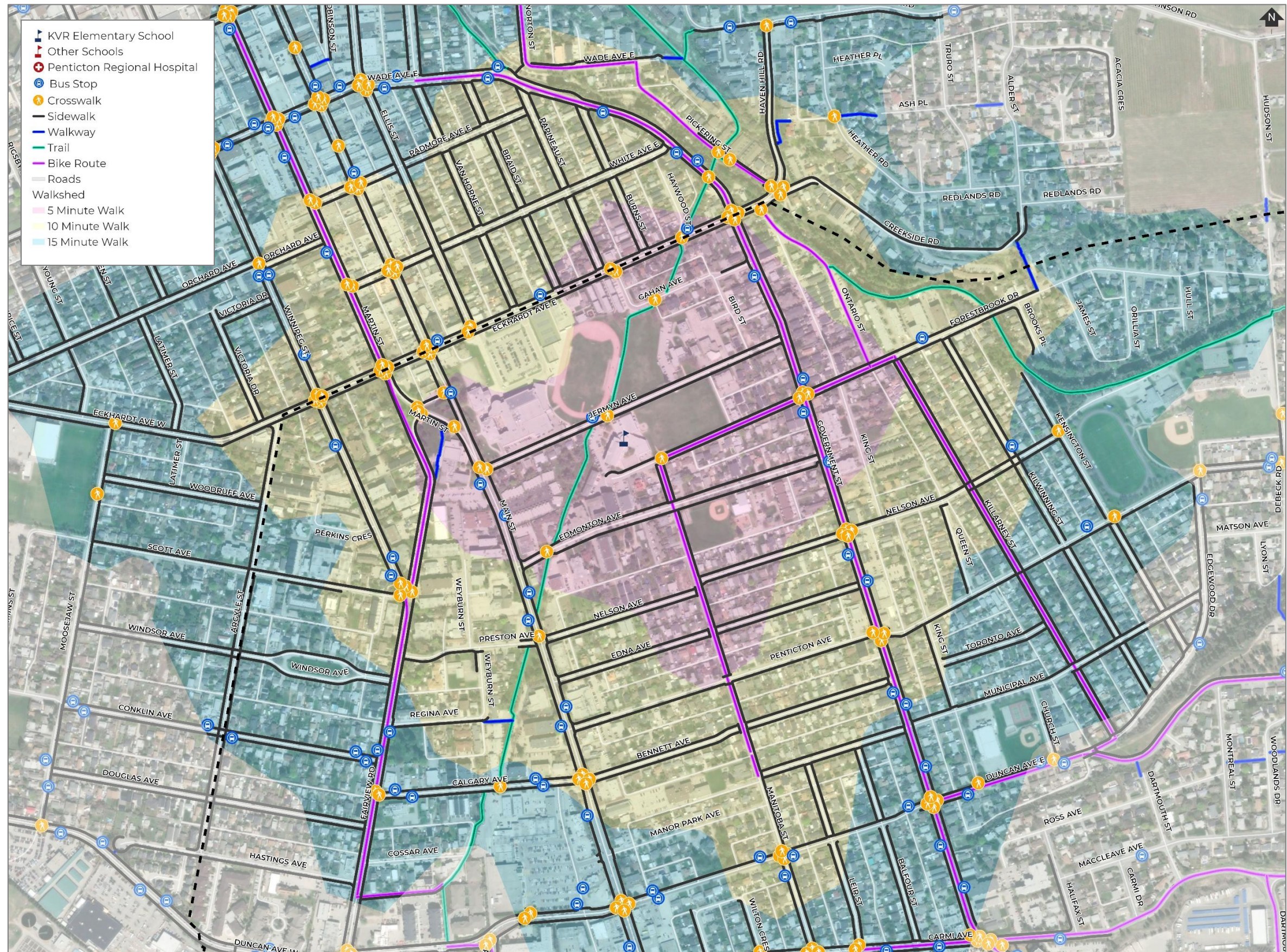
As identified by the catchment area shown below and in **Map 1**, students attending KVR Elementary School travel mainly from the south, east and west of the school. KVR Elementary School is located south of the city's downtown in a predominantly residential and commercial area. The catchment area includes residential areas beyond the 15-minute walkshed illustrated in **Map 1**.

KVR Elementary School's main entrance is located on Jermyn Avenue. The school's parking lot is situated on the west side of the school's property, accessible from Jermyn Avenue at the north and from Forestbrook Drive at the south. Access to the parking lot from Forestbrook Drive is currently restricted using flexible bollards. Student drop-off and pick-up occur on both Jermyn Avenue and Forestbrook Drive, designated by curb paint to guide caregivers.

KVR Elementary Catchment Area



Map 1: Current Conditions KVR Elementary School



PUDO for Grades K to 3, which typically requires longer parking times, is located on Forestbrook Drive and identified with green painted curbs. PUDO for Grades 4 to 7 is a Kiss + Go area along Jermyn Avenue, identified by blue painted curbs. The Kiss + Drop is signed with a 2-minute parking limit. The residential neighbourhood south of KVR Elementary also serves as a popular area for PUDO. Manitoba Street is a key corridor connection for students to travel to and from school.

Pedestrians are provided sidewalks on both sides of the roads surrounding the school, except for a segment of missing sidewalk on the south side of Forestbrook Drive, west of Manitoba Street. Various crosswalk treatments are provided, connecting sidewalks and routes to the school:

- A newly painted crosswalk across Forestbrook Drive at Manitoba Street has been installed for the 2025/26 school year. A raised crosswalk will be provided in its place in 2026 as part of improvements described further below.
- In conjunction with the above, parallel paint lines were installed across Manitoba Avenue at the stop sign approaching Forestbrook Drive.
- A raised crosswalk is located north of the school, crossing Jermyn Drive at the school's main entrance, and connecting to the Kettle Valley Rail Trail.

A Bike Route is designated on Manitoba Street and continues east on Forestbrook Drive to connect to the bike lanes on Government Street; however, aside from wayfinding signage, there are currently no cycling facilities on Manitoba Street and Forestbrook Drive.

A new multi-use path (MUP) is planned to be constructed in 2026 along Manitoba Street between Duncan Avenue E and Forestbrook Drive. The new MUP includes

- 30km/h posted speed limit between Main Street and Government Street
- A 3.6m shared pathway along the west side of Manitoba Street
- Additional and improved crossings
- Traffic calming (curb extensions, speed humps)
- A traffic circle and pedestrian crossings at Penticton Avenue and Edmonton Avenue
- A raised crosswalk at Forestbrook Drive and Manitoba Street

Kiss N Drop Painted Curb



Left: Pedestrian Half Signal at Manitoba Street and Duncan Avenue E
 Right: Manitoba Street at Duncan Avenue E



Walking in the area requires travelling along several major roads to connect to residential neighbourhoods. Main Street is a 4-lane road with a 50-kilometre signed speed limit. Where Main Street intersects with Jermyn Avenue, there is a half signal crosswalk connecting the Penticton Public Library to Penticton Secondary School and KVR Elementary School. Additional opportunities to cross Main Street include a half signal at Nelson Avenue and fully signalized intersections at Bennett Avenue and Duncan Avenue.

Government Street is a 3-lane road with painted bike lanes and frequent transit service. Students accessing the school east of Government Street are given opportunity to cross at Forestbrook Drive and Duncan Avenue at fully signalized intersections, and at Nelson Avenue and Penticton Avenue at half signals.

Cross-section of Government Street at Forestbrook Drive



For students Grades K – 7 who reside more than 2.5km away, the School District 67's transportation system provides school buses. KVR Elementary School is also well-served by public transportation, with bus routes servicing bus stops along Manitoba Street, Government Street, Main Street, and Duncan Avenue. School District 67 has partnered with Penticton Safety Village and the City of Penticton to implement a Walking School Bus for the 2025/26 school year. The Walking School Bus is a free, safe, and supervised way for students to walk to school with adult volunteers.

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 KVR Elementary community including:

- Manitoba Street – construction of a multi-use path and traffic calming planned for 2026
- Duncan Avenue (Main Street to Manitoba Street) – proposed sidewalk upgrades to include sidewalks on both sides
- Duncan Avenue – proposed separated cycling facilities
- Government Street – upgrade painted bike lanes to protected bike lanes
- Calgary Avenue and Bennett Avenue (Fairview Road to Manitoba Street) - Connect Holy Cross School to the bike network via a proposed standard facility on Calgary and Bennett Avenues

These priorities will continue to be incorporated into the Action Plan laid out in Section 7 of this report.

3 Engagement – Key Findings

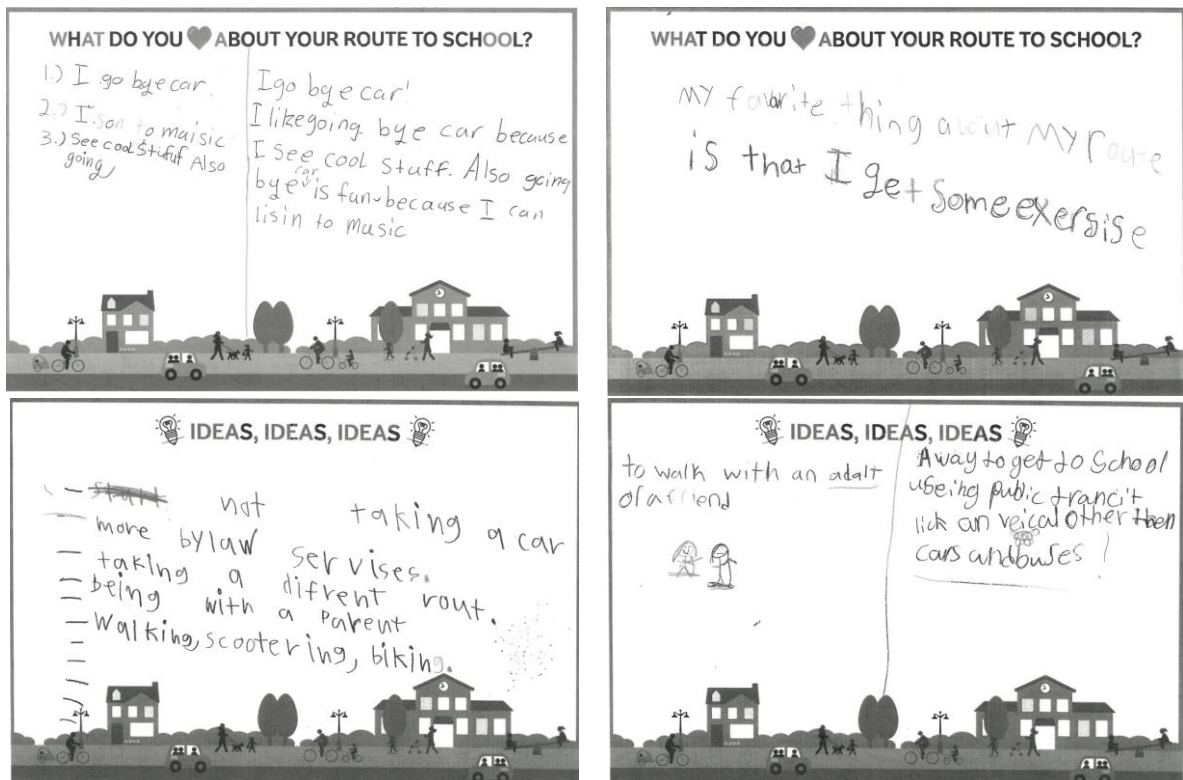
To better understand transportation patterns, challenges, and opportunities at KVR Elementary, two surveys were conducted. One directed at students (Hands Up Classroom Survey), and one directed at caregivers (Community Survey). A copy of both survey forms is provided in **Appendix A**. The survey process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

3.1 Process

Engagement was completed throughout 2023/24 for Carmi Elementary, and then again in 2025/26 for the transition to KVR Elementary. Key findings from both of the engagement processes 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, measure attitudes about active transportation, identifying the key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behavior changes. The survey received **20 responses for KVR Elementary in 2025/26**. Detailed responses from the survey are provided in the following section.
- **PAC Presentation and Discussion:** The project team met with the Carmi Elementary Parent Advisory Committee (PAC) in 2023/24 and the KVR Elementary PAC in 2025/26 to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.

- **Community Walkabout:** A community walkabout was conducted during the 2023/24 school year following PM pick-up. The walkabout explored the immediate school neighborhood, looked at well-used routes, and brainstormed opportunities to address travel issues. Attendees included the project team (consultants and the City of Penticton staff), school administration, caregivers and students. Key stakeholders were also invited to attend which included representatives from the School District and School Trustees and Bylaw Services.
- **Student Survey:** School administration facilitated a hands-up survey with students at KVR Elementary in March 2025 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.
- **Student Visioning Workshop:** School administration facilitated a workshop for Carmi Elementary students in 2023/24 to gather information on what they like 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.



Results from the Student Visioning Workshop

3.2 Key Themes

The following key themes emerged from the community engagement results.

Travel Behaviours

- Driving and walking are the primary mode choices for families at KVR Elementary School, like the previous responses received for Carmi Elementary.

- Factors that contribute to mode choice include the poor weather, convenience and time pressures, and traffic safety concerns.
- Families would consider accessing the school by active modes if there were traffic calming and improved facilities such as sidewalks, paths, and pedestrian crossings.

Infrastructure

- Infrastructure improvements desired by the community include additional speed humps, traffic lights, pedestrian-controlled flashing lights, speed cameras, and reduced speed signs on key corridors.
- Desire for more sidewalks and marked crosswalks along busy intersections and corridors.
- Manitoba Street is a key corridor that connects to the school. Need improved sidewalks on both sides of the street and consider traffic calming opportunities.

Road Safety

- The area surrounding KVR Elementary has high density traffic, multiple side streets, and driveways that are hazardous to those choosing active transportation as their mode of getting to and from school.
- The intersections of Duncan Avenue with Main Street and with Government Street are noted as loud, busy intersections where pedestrians feel unsafe crossing. Duncan Avenue East is noted for speeding concerns and there are limited opportunities for pedestrians to cross.
- Consider upgrades for crossing and/or enforcement at Manitoba Street and Duncan Avenue.
- Crossings along Main Street do not feel safe; motorists do not always yield to crosswalks. The crosswalk at Jermyn Avenue is a specific concern for many families.
- Perception that drivers are not observing current speed limits. Desire from community to extend school zone boundary and implement slower speeds in the area.
- Areas of greatest concern to the school community are Main Street, Manitoba Street, and Duncan Avenue E.

Pick Up/Drop Off Behaviours

- The road network south of the school (Forestbrook Drive, Edmonton Avenue, Nelson Avenue, and Manitoba Street) becomes congested with poor sightlines when picking up and dropping off their child / children
- Vehicles are parking too close to many of the intersections along Manitoba Street, creating sightline issues and unsafe crossing conditions for pedestrians.

Active Transportation Opportunities

- Caregivers in support of continuing a walking / rolling bus option for a group of students and caregivers to travel to and from school.
- Increased storage for bikes and scooters needed at the school.

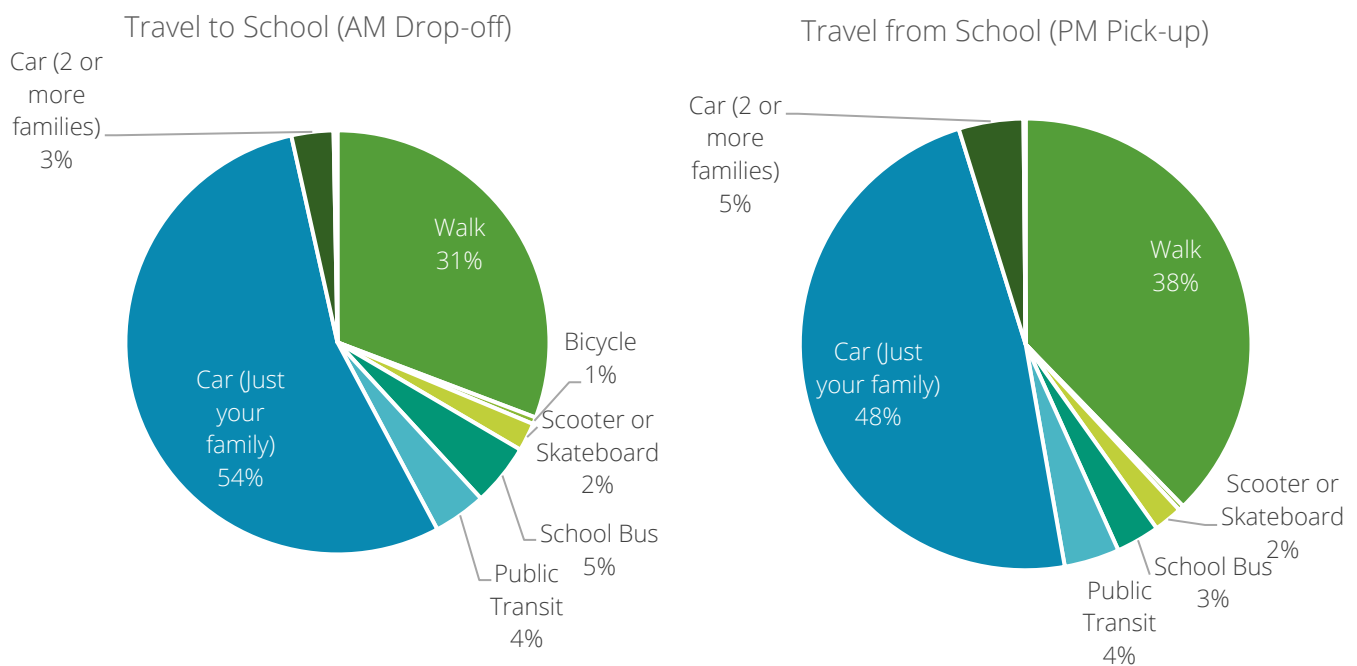
3.3 Survey Analysis

To better understand transportation patterns, challenges, and opportunities at KVR Elementary, two surveys were conducted during the 2025/26 school year. One directed at students (Hands Up Classroom Survey) and one directed at parents/caregivers (Community Survey).

3.3.1 Classroom Survey Results

The Hands Up Classroom Survey collected mode share data by having teachers ask their students everyday for one week, how they got to school that day and how they will get home. 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 March 9th and March 12th, and includes an average of 429 and 329 student responses per day on travel to and from school, respectively.



The Classroom Survey results show that driving just as a family is the primary mode choice for students and families, with 54% driving the AM Drop Off and 48% in the PM pick up. Students demonstrated a strong uptake in active transportation modes with 31-38% of students walking, and a further 2-3% using a skateboard, scooter, or bike. 4% of students access the school by public transit and 3-5% indicated they take the school bus.

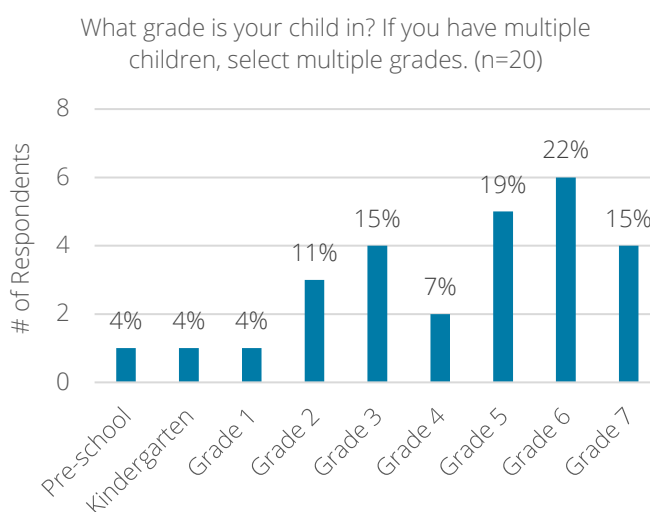
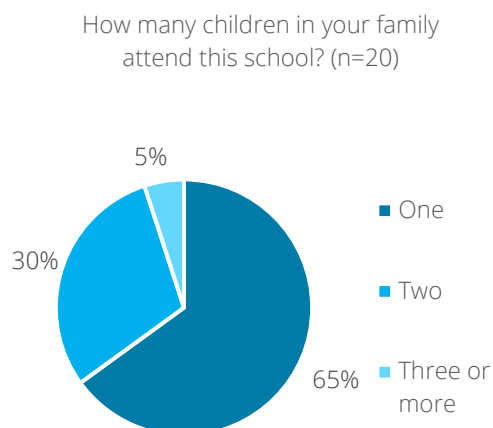
3.3.2 Community Survey Results

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

The Community Survey focused on gathering background data, measure attitudes about active transportation, identifying the key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behavior changes. This survey was promoted to caregivers to complete. A total of **20 responses** were received for the 2025/26 survey at KVR Elementary School. The survey responses are summarized below.

Who We Heard From

Over half of respondents have one child who attends KVR Elementary. A third have two, and only 5% have three or more. Of those children, the highest proportion are in grade six, followed by grades five, three and seven.

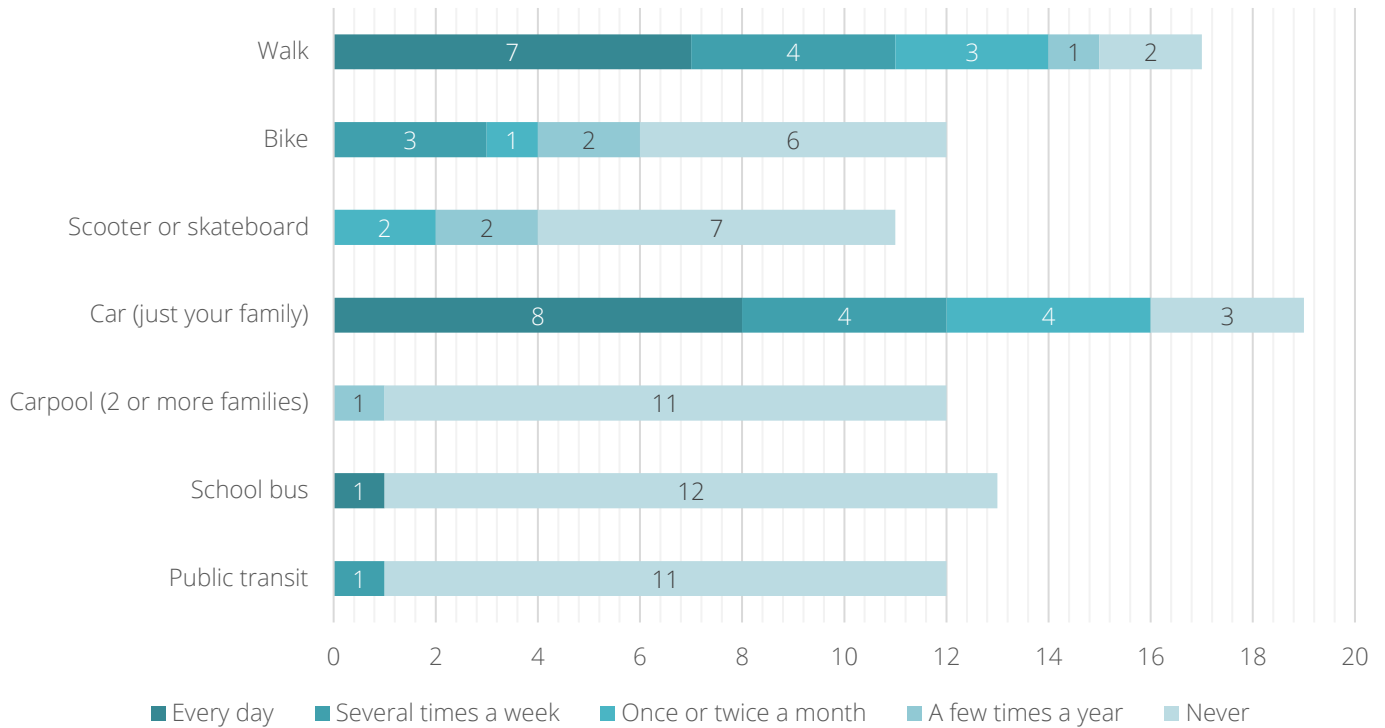


Travel to and From School

Travel Mode

Driving and walking were the most popular daily travel modes, and some children occasionally ride their bike. Regular use of a school bus or public transit is rare. While a few ride a scooter/skateboard, these modes are used relatively infrequently.

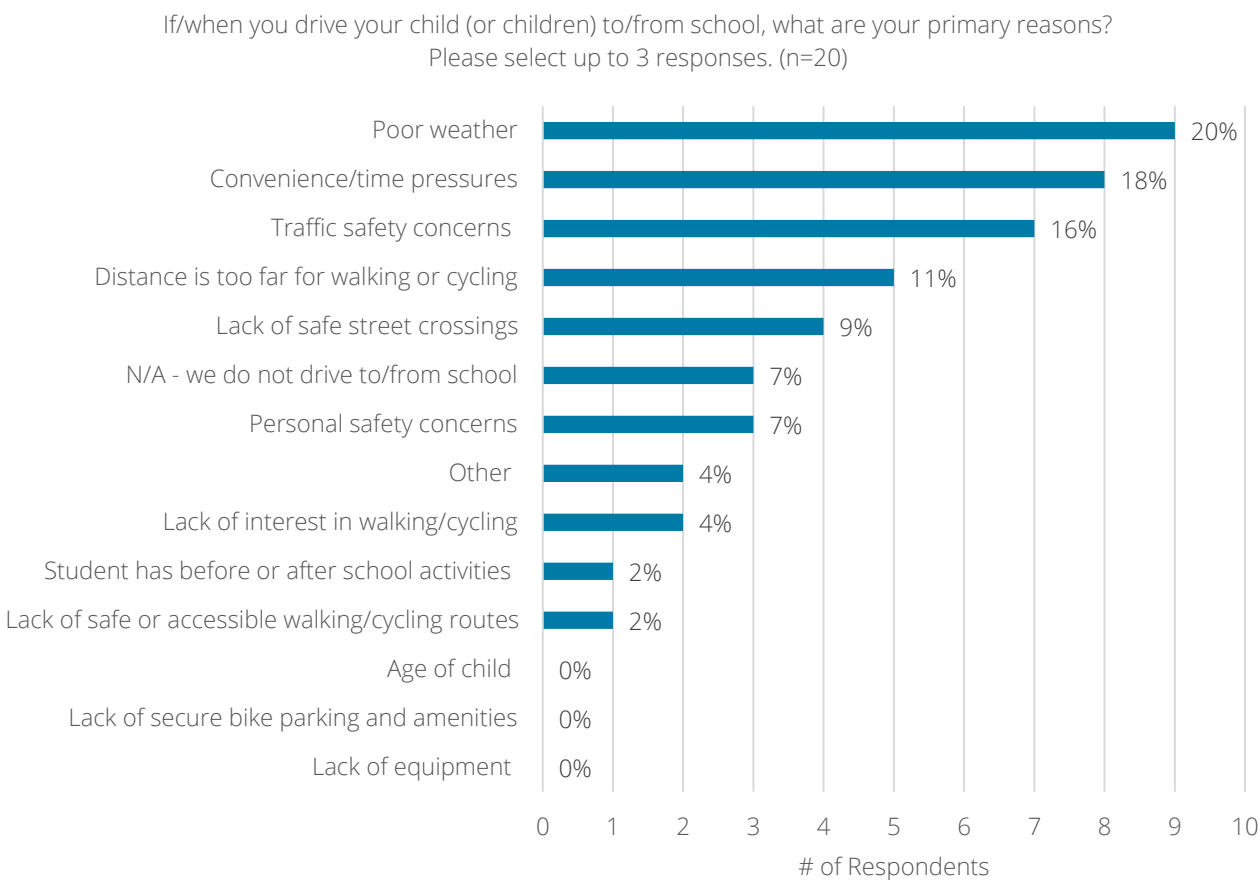
How does your child (or children) typically get to and from school?



Reasons for Driving

Respondents were asked to identify all the modes of transportation they have used to travel to or from school in the last year. Participants were able to select all options that applied. This question helps to complement the question above and understand the variety of transportation options the school community uses and the potential to encourage more sustainable modes of transportation.

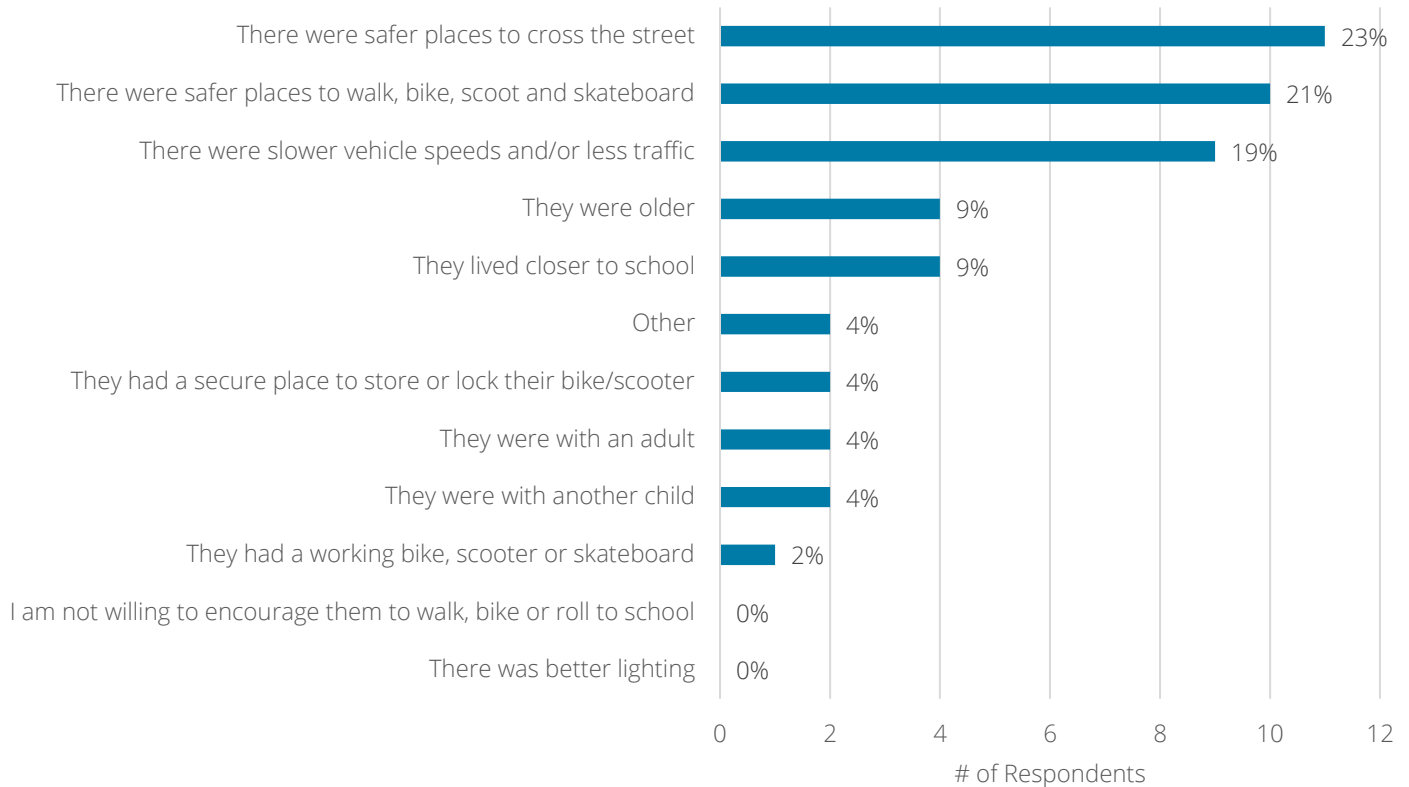
The top reasons caregivers choose to drive their child to school is due to poor weather, followed by convenience and time pressures and traffic safety concerns.



Encouraging Active Transportation

Majority of caregivers would support their child walking, biking or rolling to school if there were safer places to cross the street and safer places to walk, bike, scoot and skateboard. Slower vehicle speeds and/or less traffic on the route to school would also encourage caregivers to support active transportation.

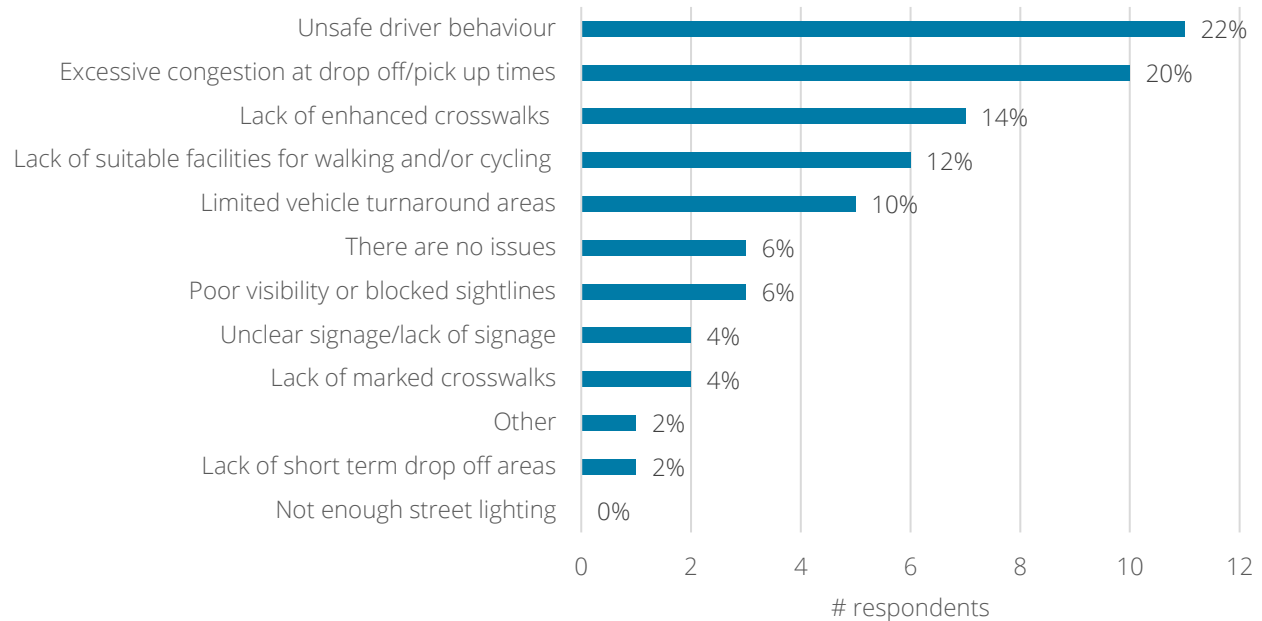
I would encourage my child (or children) to walk, bike or roll (using a scooter, skateboard, or wheelchair) to school if... Please select up to 3 responses. (n=20)



Safety and Concerns

Caregivers were surveyed about the safety of their neighbourhood for children walking, biking, or rolling to school. The top concerns for caregivers at KVR Elementary are unsafe driver behaviour and excessive congestion at drop off/pick up times.

Do any of the following issues occur in the area around your child's school? Select all that apply. (n=20)



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:

Unsafe intersection crossings

Many identified intersections and crosswalks where drivers fail to see or yield to pedestrians, creating frequent near-misses and fear for children's safety.

Unsafe driving behaviour

Excessive speeding on Main Street, Manitoba Street, and Duncan Avenue was frequently noted. Additionally, complaints about motorists disregarding traffic controls such as stop sign controls at pedestrian half-signal crosswalks (e.g. half-signals on Main Street) and in designated school zones.

Parking and visibility

Parked vehicles on the corners of Manitoba Street and cross-streets creates sightline and safety issues for vehicles and pedestrians during highly congested periods.

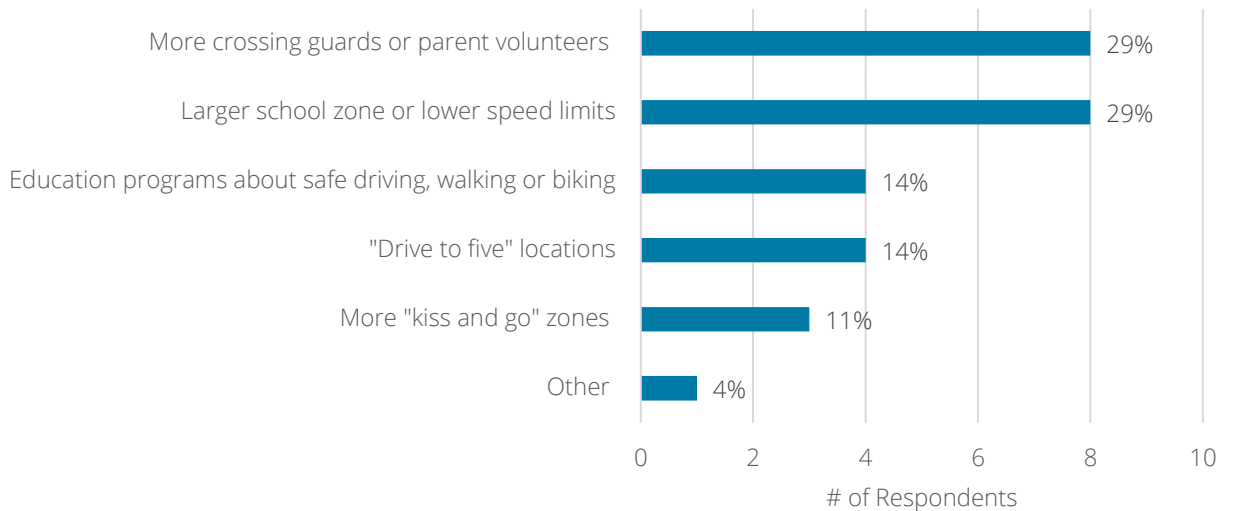
Inadequate sidewalk infrastructure

Lack of sidewalks on Manitoba Street and Main Street and conflicts between different users (cyclists and pedestrians both using the sidewalk) were cited as concerns among caregivers.

Opportunities

Survey respondents were asked what programs they believe would make travelling to school more safe for their children. Approximately one third of caregivers would like to see more crossing guards or parent volunteers at busy crossings and a larger school zone or lower speed limits in the surrounding neighbourhood. Additionally, caregivers would like to see education programs about safe driving, walking or biking 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=20)



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:

Increased enforcement

Caregivers emphasized the need for greater enforcement of speed limits and parking rules, particularly around school zones. There is a desire for a greater RCMP and Bylaw presence to address illegal and unsafe driving behaviour.

Address speeding concerns

There is desire for more traffic calming measures such as physical speed humps and more 30km/h posted speed signs to help slow traffic and ensure pedestrian safety.

Active transportation education

There is interest in providing students with more education on how to safely ride bikes and scooters, as well as promoting safe biking and scootering habits.

Improve crossings

Caregivers referenced visibility issues at corners of cross-street intersections along Manitoba Street due to parked cars and would like to see parking in these spots reduced. Additionally, there were suggestions for longer crossing times, more crosswalks and signage on Manitoba Street, and upgrading the pedestrian crossing half-signal to a full (all-way) traffic signal at the intersection of Duncan Avenue and Manitoba Street.

4 Vision and Targets

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

At KVR Elementary School, students, caregivers and staff have safe and welcoming transportation options that make their school travel fun, social, and sustainable.

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 along routes to school

This goal considers safety of all modes (walking, cycling, rolling, driving, and transit). Actions to improve safety are outlined in the action plan and include infrastructure improvements (filling sidewalk gaps, improved pedestrian crossings), reducing speed limits in the school zone, and providing educational resources to parents, caregivers, students, and teachers.

Goal 2: Increase the daily number of active travel trips to school

Through annual surveys, KVR Elementary will measure the modes by which students access school to determine if initiatives rolled out through this plan create an increase in active travel.

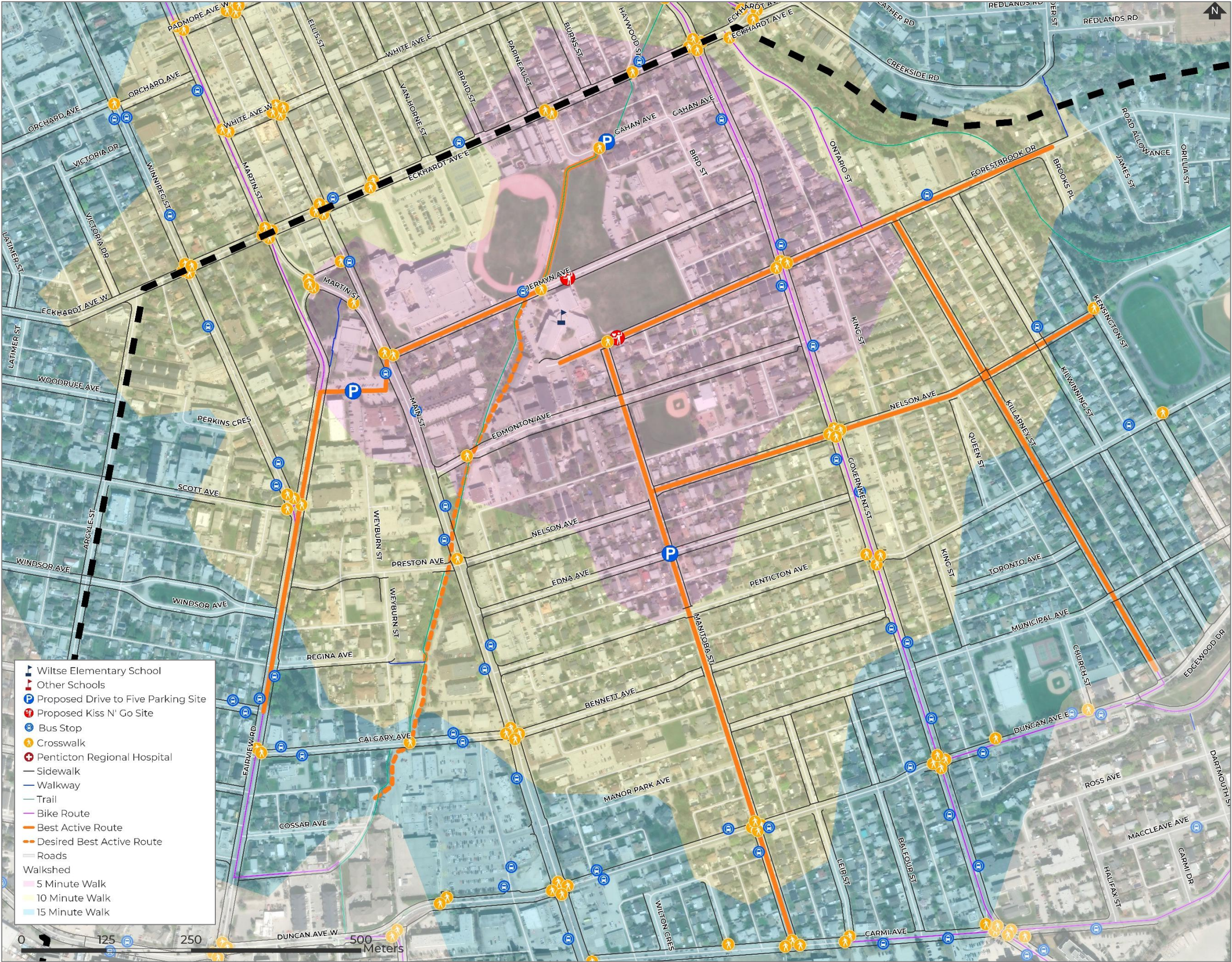
Goal 3: Encourage safe driver behaviour

This goal focuses on driver behaviour during PUDO times, encouraging caregivers to use the correct behaviours. A combination of traffic calming, targeted enforcement, and educational information will support this goal.

5 Best Routes to School Map

A Routes to School Map, as shown on the following page, illustrates the network of streets and trails in the neighbourhood surrounding a school, and highlights routes that students can safely walk and cycle. It also highlights other useful information such as walking times, the location of traffic lights and pedestrian crossings, bike lanes, transit stops and Drive to Five+ locations. The best routes to school map demonstrates proposed routes that have been informed through the community walkabout, survey results and the PAC meeting.

Map 2: KVR Elementary Best Routes to School



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 KVR Elementary. It outlines a list of tasks and activities as well as timelines 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 can also allow the community to get involved through public art programs that beautify the temporary infrastructure, such as intersection murals.

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
1	Manitoba Street	Congestion and road safety concerns.	Multi-use path and road improvements to reduce vehicle use and speeds along corridor and support active transportation.	High	City of Penticton	\$\$\$
2	Implement Drive to Five+ locations	PUDO near school is congested and causes road safety concerns.	- Formalize Drive to Five+ Locations to encourage PUDO away from school frontage and supported by Walking School Bus program. - Drive to Five+ Locations: - Penticton Public Library - Gahan Avenue - Manitoba Avenue (area)	High	City of Penticton and PAC	\$
3	Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to KVR Elementary and implement traffic calming, which could include stop signs at all intersections, leading pedestrian interval at major intersections, turn restrictions and speed reductions.	High	City of Penticton	\$ - \$\$
4	Main Street	Speeding	Consider additional traffic calming measures within the designated school zone. Examples include adding dynamic speed signs ahead of the Jermyn Avenue pedestrian crossing.	High	City of Penticton	\$\$
5	Main Street / Jermyn Avenue	Crosswalk safety / motorist compliance	Increase visibility of crosswalk through paint markings (e.g. coloured), additional signage.	High	City of Penticton	\$
6	KVR Elementary	Lack of sufficient bike and scooter storage at the school	Explore opportunities to increase storage capacity for bikes and scooters.	High	School Administration	\$

Manitoba Street has been identified as a high-priority and the City will be implementing improvements in 2026.

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
7	Municipal Avenue / Manitoba Street (at Holy Cross School access)	Busy access road	Monitor motorist behaviour on the laneway approach after the Manitoba Street corridor improvement project is complete.	High	City of Penticton	\$
8	Preston Avenue (Main Street to Weyburn Street)	Sidewalk gap	Fill sidewalk gap on Preston Avenue between Main Street and Weyburn Street.	High	City of Penticton	\$\$
9	Intersections along Manitoba Street in school proximity	Sightline issues at intersections due to parked cars	Install parking restriction signage along curb at intersections; bollards can be considered in locations with compliance issues.	Medium	City of Penticton	\$
10	Penticton Avenue	Sidewalk gap	Provide sidewalk on north side of Penticton Avenue between Main Street and Government Street. This item is also identified in the Penticton TMP.	Medium	City of Penticton	\$\$\$
11	Bennett Avenue	Speeding	Explore feasibility to reduce vehicle speeds along the corridor. Solutions could include speed humps, curb extensions, and raised crosswalks.	Medium	City of Penticton	\$\$
12	Duncan Avenue E / Manitoba Street	Motorist compliance	Consider updating intersection to a full signal with leading pedestrian intervals.	Medium	City of Penticton	\$\$\$
13	Duncan Avenue (Main Street to Government Street)	Sidewalk gaps and speeds along corridor	Explore speed reduction along corridor. Through direction in the TMP, implement sidewalk upgrades on Duncan Avenue to fill gaps and separated bike facilities.	Medium	City of Penticton	\$\$
14	Duncan Avenue at Edgewood Drive	Awkward intersection with dangerous crossing conditions	Duncan Avenue is scheduled for reconstruction and is planned to include new sidewalk on Duncan Avenue from Main Street to Manitoba Street, filling in other sidewalk gaps along Duncan Avenue, protected bike lanes, and other safety improvements. Improvement to the Duncan Avenue and Edgewood Drive intersection are included in this scope.	Medium	City of Penticton	\$\$\$

Project ID	Location	Issue	Recommendation	Priority	Responsibility	Cost
15	Martin Street	Crosswalk opportunity	Explore opportunity to implement a mid-block pedestrian crossing on Martin Street near the Penticton Public Library.	Medium	City of Penticton	\$\$
16	Manor Park Avenue	Sidewalk gap	Construct sidewalk on Manor Park Avenue between Main Street and Manitoba Street.	Low	City of Penticton	\$\$-\$\$\$
17	Kettle Valley Rail Trail	Safety improvements	In alignment with the KVR Trail Strategy, review all trail road crossings between Duncan Avenue W and KVR Elementary and add / upgrade crossings where needed. Additionally, consider improvements to make the path feel safe, such as lighting, wayfinding signage.	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 Parent Advisory Council (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 KVR Elementary can seamlessly integrate it into their daily routines.

Action	Resources	Priority	Responsibility
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
Continue to organize Walking School Bus groups to facilitate group travel from Drive to Five Locations to KVR Elementary.	City of Vancouver Walking School Bus	High	PAC & School Administration

Action	Resources	Priority	Responsibility
	Safe Routes to School National Partnership: How to Start a Walking School Bus at Your School		
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
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
Participate in active transportation events and programs including Go By Bike Week.	Go By Bike Week	High	City of Penticton, School Administration and PAC
Offer “bike lock up” education to teach students how to properly lock bike, what lock type to use, etc. Explore partnership with Project 529 or Bylaw.	The Bicycle Valet Bike Security Resources Project 529	Medium	PAC & School Administration
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
Work with teachers to add active and sustainable transportation-related content into regular coursework and lectures, as well as 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
Work with a third-party provider that specializes in skills training for youth. Provide instruction for the use and benefits of various active modes and road safety lessons as they relate to active transportation.	Safe Routes to School National Partnership: Roll Bicycle Education into your Physical Education Program Safe Routes to School National Partnership: Bike Rodeos	Medium	City of Penticton, School District & School Administration

6.3 Enforcement Action Items

The enforcement action items below are primarily meant to be implemented by the RCMP and ICBC. KVR Elementary's school administration should coordinate with the RCMP to plan visits and indicate problem locations that should be investigated. It is also important that KVR emphasize the education component of enforcement by communication with students and caregivers about enforcement issues.

Action	Priority	Responsibility
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	RCMP
Conduct quarterly community safety audits along Best Routes.	High	RCMP & Bylaw
Monitor and collect speed data, motor vehicle volumes, and safety compliance to evaluate engineering improvements annually.	High	City of Penticton & RCMP

6.4 Evaluation Action Items

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

Action	Responsibility
Establish regular communication check-ins between the school and City staff to discuss implementation efforts and opportunities.	City of Penticton, School District, School Administration
Conduct annual Hands-Up surveys and share results with partners to understand travel behaviour.	School Administration
Participate in annual Bike Walk Roll Week for data collection and benchmarking.	City of Penticton, School Administration
Identify metrics such as speeds, hands up survey results, number of events hosted, resources used by educators, etc. to capture a change, if any, in school travel behaviour initiatives.	School District, School Administration and PAC
Conduct survey with school community after one-year of implementation to understand issues and successes.	City of Penticton
Review and update action plan annually to reflect accomplishments, gaps and new opportunities.	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 KVR 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	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 (e.g. rainy)									
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.