Clean Air & Safe Routes 4 Schools

Bellevue Creek Elementary School

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City of West Kelowna
District of Lake Country
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Regional District of Central Okanagan

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Clean Air & Safe Routes 4 Schools

A School Travel Plan

Bellevue Creek Elementary School

Bellevue Creek Elementary **Clean Air & Safe Routes 4 Schools – a School Travel Plan** is delivered with the City of Kelowna, Regional District of Central Okanagan, School District 23, Interior Health, and the Royal Canadian Mounted Police (RCMP).

The Regional Air Quality Coordinator, Nancy Mora Castro, compiled this School Travel Plan.
September 2023

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Project Overview

Clean Air and Safe Routes 4 Schools in the Central Okanagan

In 2023, the Regional District of Central Okanagan (RDCO), in coordination with the City of Kelowna, started implementing the Clean Air and Safe Routes 4 Schools program at Bellevue Creek Elementary School. The Clean Air and Safe Routes 4 Schools program uses the "School Travel Plan (STP)" toolkit created by Green Communities Canada in combination with the "Cleaner Air 4 Schools" toolkit developed by the City of London, England.

The development of the School Travel Plan, combined with the implementation of school programming, has been shown to reduce vehicle traffic and increase the number of students using active transportation. School Travel Planning involves collaborative work with multiple stakeholders to produce a plan that addresses safety concerns and necessary infrastructure improvements specific to each school. The STP objectives were expanded to include tools to identify areas of poor air quality around the school, promote student understanding of the causes and impacts of air pollution, and provide ideas for engaging staff, students, and parents in improving air quality. The Regional Air Quality Coordinator facilitated the plan's development and coordinated the Municipal Steering Committee. This Committee comprised numerous stakeholders who assisted in the planning process, including other City of Kelowna departments, Interior Health, and School District 23. A school committee was formed with school representatives and parents. By engaging various partners, the program created a greater sense of community and added broader implications for school neighbourhoods in adopting active transportation habits and improved air quality.

The School Travel Planning program involved baseline research through classroom and family surveys, observations, and traffic counts to establish the number of students currently using active transportation for school travel and to identify the real and perceived barriers that prevent students and parents from using active transportation. The Committees were involved in a school walkabout that identified areas of concern. This information was used to develop education and community mobilization programs within the school described in the Action Plan of this document. The School Committee will deliver programming within the school, with the facilitator's and all partners' assistance.

Background

The School Travel Plan

The School Travel Plan (STP) was developed by HASTE (Hub for Action on School Transportation Emissions) and the Provincial Coordinators for the School Travel Planning program. The Green Communities Canada toolkit has been developed and fine-tuned based on pilot programs across Canada over several years. A School Travel Plan is a living document belonging to the school. It should be revisited regularly to reflect the Action Plan items' status and incorporate future evaluation findings. It is part of a complete School Travel Planning process, shown in Figure 1, successfully developed and implemented across Canada since 2007.

School Travel Planning process

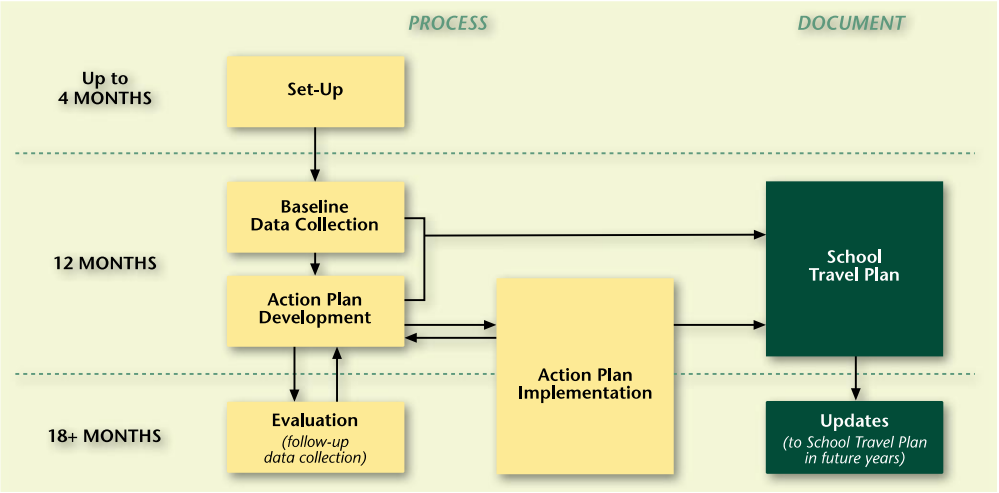

Figure 1. School Travel Planning Process

The National *Children's Health, Mobility and Happiness: A Canadian School Travel Planning Model* project completed in 2012 used Active and Safe Routes to School programming combined with Transportation Demand Management principles to encourage active and sustainable school travel modes for students, families, and staff. The project was designed to address barriers to active travel caused by attitudes and car-dominated design in school neighbourhoods to reduce the health risks to children. Even before many action plan items had been fully implemented, by March 2012, some provinces saw a shift towards active travel of up to 6 percent and some individual schools saw a change of over 20 percent.

Safe Routes to School programs are focused on making it safer for more children to walk and bike to school, which benefits their physical activity levels. Youth and children who walk or bike to school are more likely to get the 60 minutes per/day of physical activity recommended by the Canadian Physical Activity Guidelines.

Recent research states a dramatic increase in weight in children over the past four decades.

- In 1978/79, 23% of children aged 2-17 were overweight or obese; in 2017, 30% of children ages 5-17 were overweight or obese.[1]
- Most adolescents have trouble outgrowing this problem, and many continue to gain weight.
- Children and youth spend almost eight hours a day in front of screens, and 63% of free time, after school and on weekends, is passive.
- If current trends continue, by 2040, up to 70% of adults aged 40 will be overweight or obese.

[1] Tackling obesity in Canada: Childhood obesity and excess weight rates in Canada

There are many benefits to walking or cycling to school:

- Health- Active transportation contributes to children's physical activity participation and improves overall health.
- Social- Time spent walking to school allows students to interact with their parents, siblings, or peers.
- Environment- Active trips are environmentally friendly and can reduce greenhouse gas emissions.
- Economics - Walking or cycling to school saves money on gas.
- Education- Physical activity before the school day helps to prepare students for learning by increasing concentration and reducing stress. Students arrive at school awake and alert.

Figure 2. Brain scans of students taking test

A recent study analyzed the effects of physical activity on brain health**.** Figure 2 shows two brain images taken from the top of the head, representing the average amount of students' neural activity during a test following sitting and walking for 20 minutes. Blue represents lower neural activity, while red denotes higher brain activity in each region. After 20 minutes at a moderate walking pace, children responded to test questions (in the content areas of reading, spelling, and arithmetic) with greater accuracy. Also, following physical activity, children completed learning tasks faster and more accurately and were more likely to read above their grade level.

Resources

- School Travel Planning (STP) is presented by a coalition of organizations across Canada working together to facilitate more children to walk and cycle to school. Green Communities' Canada Walks makes coordination of efforts and knowledge transfer between and among these organizations possible. This national website provides a wealth of resources with links to international and provincial/territorial organizations and their curriculum and campaigns that can benefit and complement a school's health promotion and environmental awareness efforts.

- Toolkit resources and flexible templates are available to use in every phase of the STP process. Find the toolkit at: **https://ontarioactiveschooltravel.ca/school-travel-planning/school-travel-planning-toolkit/**

- The London Sustainability Exchange (LSx) developed the Cleaner Air 4 Primary Schools Toolkit. This organization works to support London to become a sustainable city. It provides businesses, governments, communities and people with the motivation, knowledge, and connections they need to put sustainability into practice. The toolkit can be found at:https://www.london.gov.uk/sites/default/files/ca4s_toolkit.pdf

The Central Okanagan used a combination of both toolkits to implement The Clean Air & Safe Routes 4 Schools program at Bellevue Creek Elementary School in the City of Kelowna.

Introduction

The Regional District of Central Okanagan (RDCO), in coordination with the City of Kelowna, invited Bellevue Creek Elementary School to participate in the Clean Air and Safe Routes 4 Schools program to increase participation in active transportation, reduce the number of motorized vehicles used for travel to and from school and reduce emissions around and from school buildings.

A presentation was delivered on **March 7, 2023,** by the project coordinator, the facilitator, and the city traffic technician to the Parent Advisory Committee (PAC) and administrative personnel to explain the scope of the project and their role in the process. Additionally, an introductory document to parents and the Terms of Reference of the school committee were sent for their review. Bellevue Creek Elementary School signed the School Agreement on **March 10, 2023**.

A City of Kelowna municipal committee was integrated in the past and reaffirmed its collaboration to support this school. All members previously signed a statement of support, included in *Appendix 1* of this document. The school and municipal committees were integrated, and a comprehensive project timeline was presented to both committees for consideration.

City staff prepared maps for the Walkabout route. City personnel also used traffic counts data collected near Bellevue Creek Elementary and analyzed the family and classroom baseline surveys. The municipal and school committee members actively participated in the process. They provided feedback on the draft maps and surveys, discussed the walkabout findings, and analyzed graphs and baseline data to develop and implement programs and activities to target specific behaviours and barriers included in the Action Plan.

The following sections include the school profile, baseline data, and the action plan for Bellevue Creek Elementary.

School Profile

Bellevue Creek's Principal provided the school profile on **March 10, 2023,** with general information on the school's primary concerns and issues.

Table 1. Bellevue Creek's Profile

Profile	Description
School Name	Bellevue Creek Elementary School
School Type, e.g., public, separate, private**.**	Public
Age of School / Year Opened	Opened Sep 1977, closed roughly 15 years ago and reopened in Sep 2022.
Name of School Board	Central Okanagan Public Schools.
Number of Students	169 students in the 2022/23 school year and projecting 240 students in the 2023/24 school year
Number of Families	Over 150 families and over 200 the following year
Grades, e.g. K-6, K-8	Kindergarten – grade 2
School Bell Times	8:35 a.m. – 2:35 p.m.
Number of Parking Spaces, staff/visitor	Roughly 35 spaces
Description of Location, e.g., District center/suburban/rural	It is in a city subdivision tucked in and surrounded by houses.
Is the school in Neighborhoods Watch? or Block Parent Community?	Not that I am aware of
% Bussed Students	8%
Socio-Economic Description of Families	We range from mid to upper income.
Any local programs, e.g., French immersion, fine arts, special needs, before and after-school daycare, etc.	French Immersion dual track school The Clubhouse childcare after-school program
High-Level Description of Any Major School Travel Problems e.g., catchment size, driver behaviour on local or connector roads, traffic speed, heavy truck and bussing wait times**.**	Not a lot of parking on site Parents are still figuring out the flow and the best places to park. We have a kiss and go drop off now.

Profile	Description
Existing Facilities at the School Site, e.g., bike rack/storage, kiss' n ride, school bus drop-off zone, adult or student crossing guards, public transit bus stops serving the school, transport arrangements, and after-school programs.	Bike racks We only have one bike rack. Kiss and go drop off. One daycare bus and daycare providers pick up students.
Existing Safety Policy and education, e.g., school safety policy and rules, current safety education programs	District safety policies. Different health programs to support student's growth and learning
Programs at this school that have goals like STP, e.g., environmental, physical activity, mental health	Outdoor learning and the importance of an active lifestyle Focus on Social-Emotional Learning
Types of school/parent committee communications used/available (i.e., newsletter, website, Facebook page)	Weekly newsletter PAC weekly newsletter PAC Facebook page
Other Information	

Bellevue Creek Elementary Catchment

Currently, there are **169 students in grades K to 2**. The catchment area is below.

Bellevue Creek Elementary Catchment

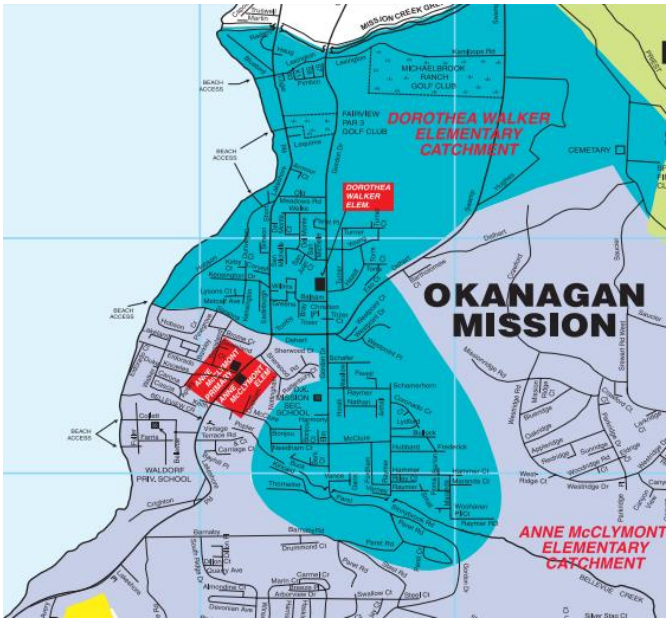

Figure 3.Bellevue Creek Elementary Catchment Area

GIS Analysis - Distance to School

Via the postal codes from all students attending Bellevue Creek Elementary School in 2022-2023, we obtained general information to support some strategies and actions within the school. Using ArcInfo, we calculated the distance from home to school for all students through a GIS analysis. The following are the results:

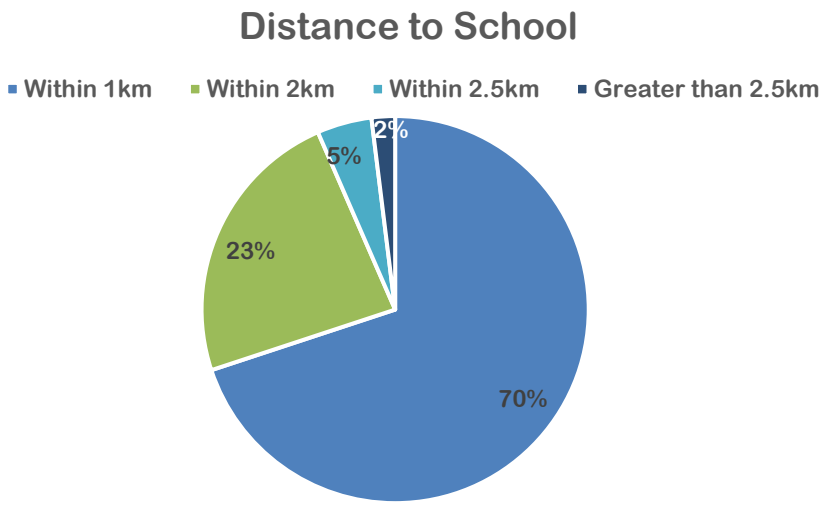

Figure 4.Distance to School

- 70% of current students live within 1.0 km of school.
- 93% of current students live within 2.0 km of school.
- 7% of students require a longer walk/bike ride to reach school as they live within or more than 2.5 km from school.

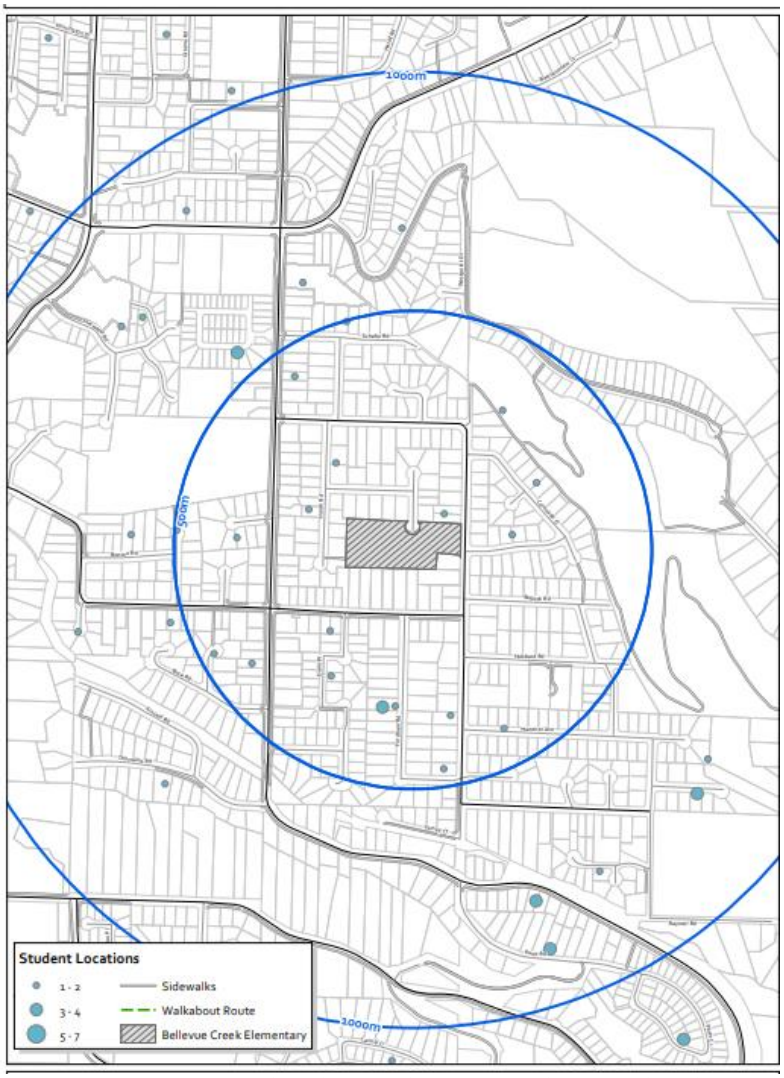

Figure 5. Students within the catchment area by postal code

- 70% of the students live within 1 km or

~16 min walking

~6 min cycling

CAUTION: ArcInfo was used to calculate the distance (in meters) from multiple points to one point, in this case, to Bellevue Creek School in a straight line to the reference point. Use caution when relating to walking/bike distances. It does not account for walk/cycle paths that might connect roads.

Timeline of Main Tasks

Table 2. Timeline of Main Tasks

City of Kelowna
City of West Kelowna
District of Lake Country
District of Peachland
Westbank First Nation
Regional District of Central Okanagan

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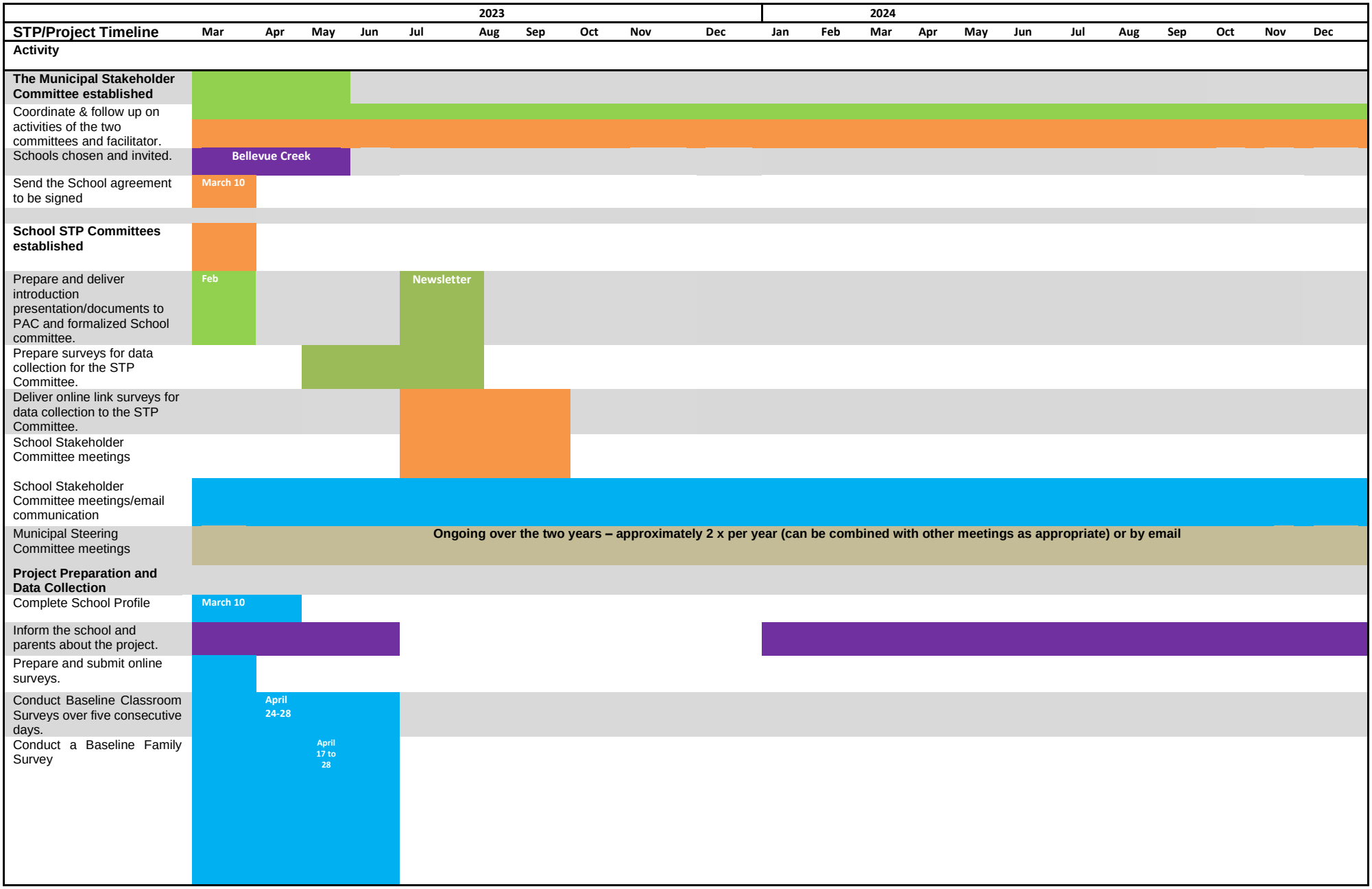

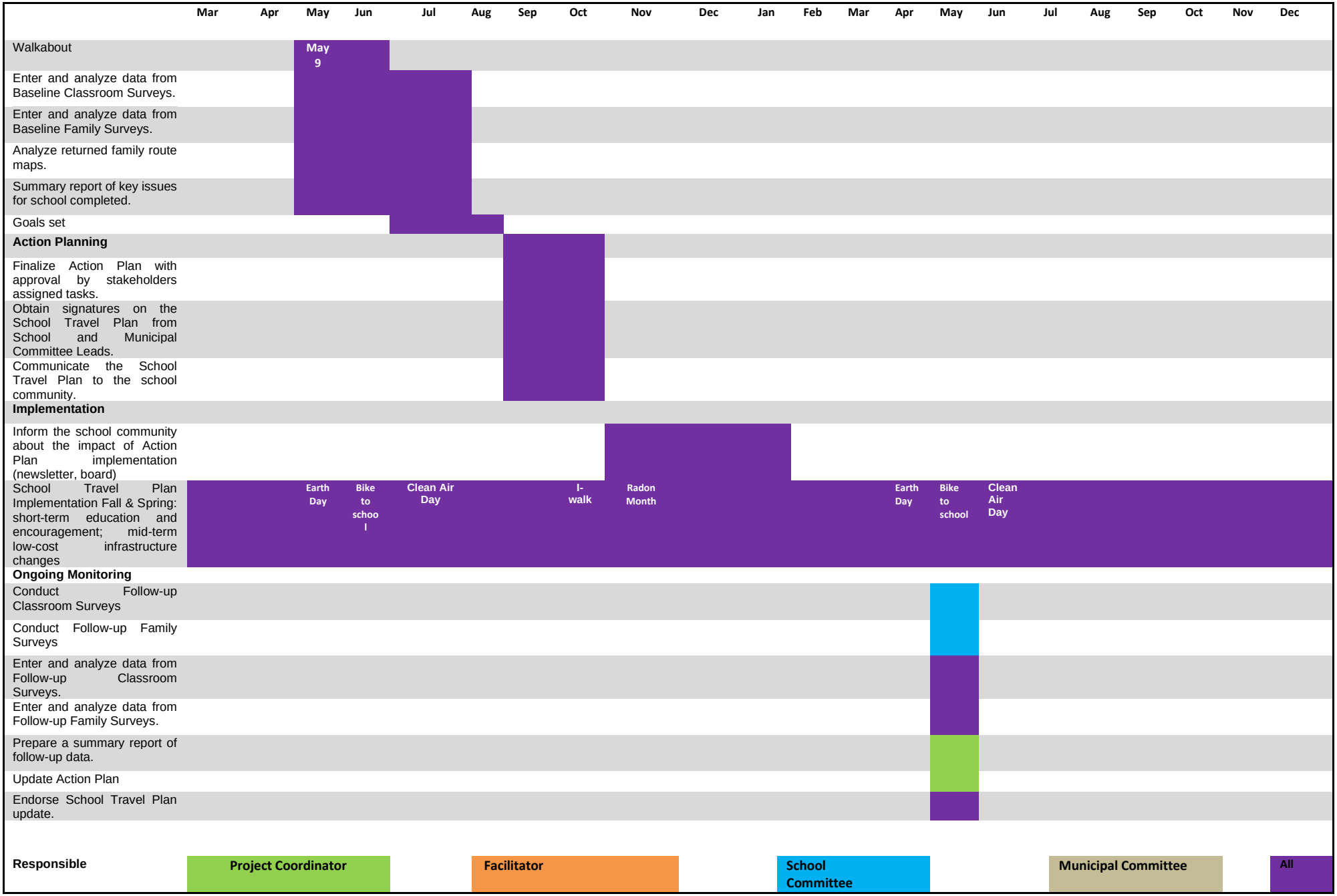
Mar
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Nov
Dec
Walkabout
May 9
Enter and analyze data from Baseline Classroom Surveys.
Enter and analyze data from Baseline Family Surveys.
Analyze returned family route maps.
Summary report of key issues for school completed.
Goals set
Action Planning
Finalize Action Plan with approval by stakeholders assigned tasks.
Obtain signatures on the School Travel Plan from School and Municipal Committee Leads.
Communicate the School Travel Plan to the school community.
Implementation
Inform the school community about the impact of Action Plan implementation (newsletter, board)
School Travel Plan Implementation Fall & Spring: short-term education and encouragement; mid-term low-cost infrastructure changes
Earth Day
Bike to school
Clean Air Day
I-walk
Radon Month
Earth Day
Bike to school
Clean Air Day
Ongoing Monitoring
Conduct Follow-up Classroom Surveys
Conduct Follow-up Family Surveys
Enter and analyze data from Follow-up Classroom Surveys.
Enter and analyze data from Follow-up Family Surveys.
Prepare a summary report of follow-up data.
Update Action Plan
Endorse School Travel Plan update.
Responsible
Project Coordinator
Facilitator
School Committee
Municipal Committee
All

Baseline Data Collection

Approximately 150 families integrate Bellevue Creek. An online Family survey was set up and was available for Bellevue Creek parents from **April 14** to **28, 2023**. Also, over the week of **Monday, April 24 to Friday, April 28, 2023**, teachers surveyed 13 more classrooms using the online ByWalkRoll poll and reminded their students to complete and submit the Family surveys. The school advertised it through the school website.

To encourage student participation, the City of Kelowna provided:

- 1 Grand Prize included one bicycle, a helmet, a lock, a water bottle, a USB rechargeable LED bicycle light set and a bike bell.

The winner of the bicycle was a grade 1 student, Brady Dow.

Figure 6. Facilitator Dan Glasscock delivered the bicycle.

Student Classroom Survey Findings

With the teachers' support, on average, **eight classroom surveys** per day were received reflecting travel "TO" school. We tracked **Ninety-one percent** of the students, as shown in Figure 7.

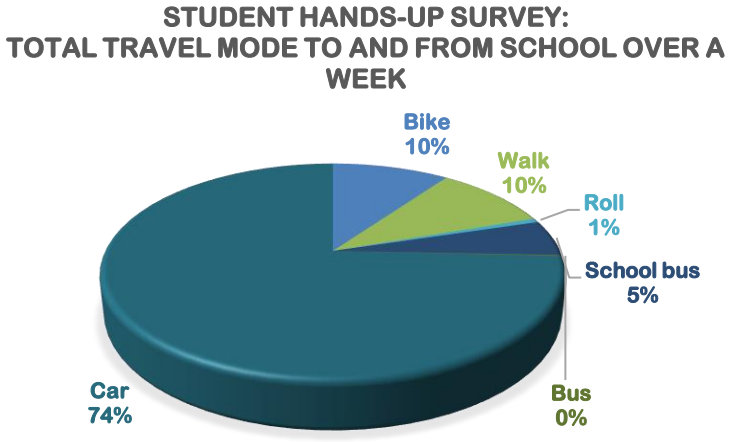


Figure 7. Total Travel Model to School over a full week

Ninety-one percent of Bellevue Creek students were tracked "FROM" school over a week.

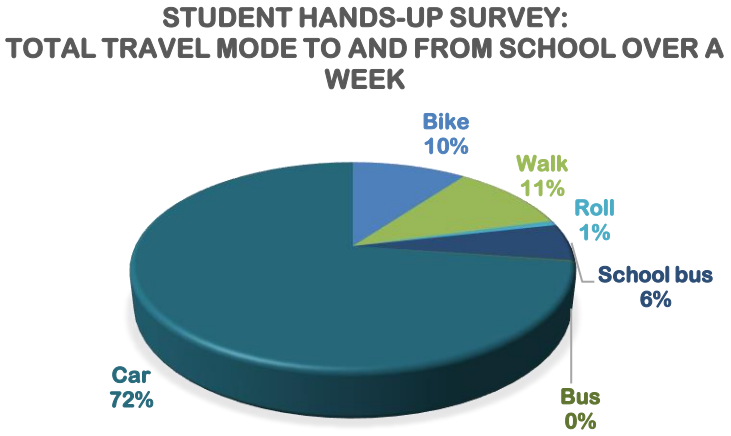


Figure 8. Total Travel Model from School over a week

Figure 8 shows fewer kids are driven (bus/car) from school in the afternoon than the "to" school results.

Baseline Family Survey Findings

Twenty-eight family survey responses were received out of 150 families, meaning 19% of Bellevue Creek School provided insightful family information to help us understand the issues and barriers preventing students from using active transportation. The following graphs show the main results of the Family survey.

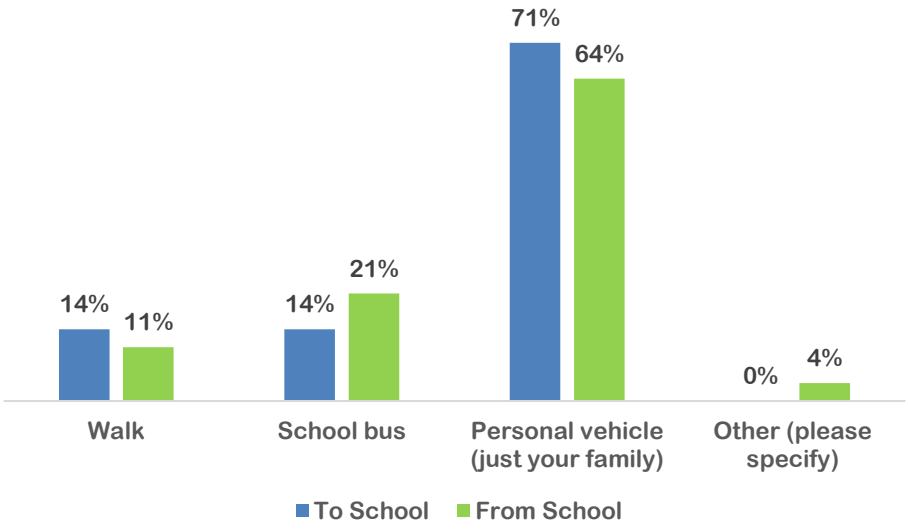


Figure 9. How does your child get to/from school?

Other: After-school care picks up.

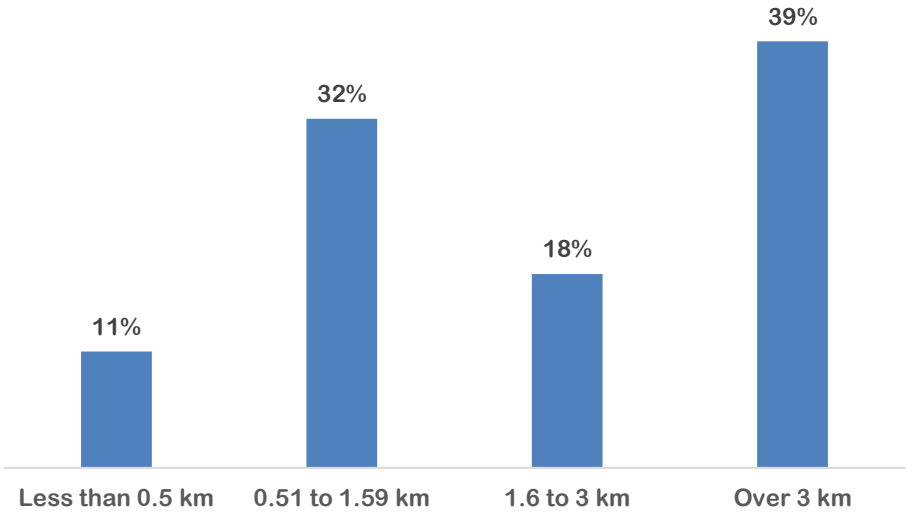


Figure 10. How far away from the school do you live?

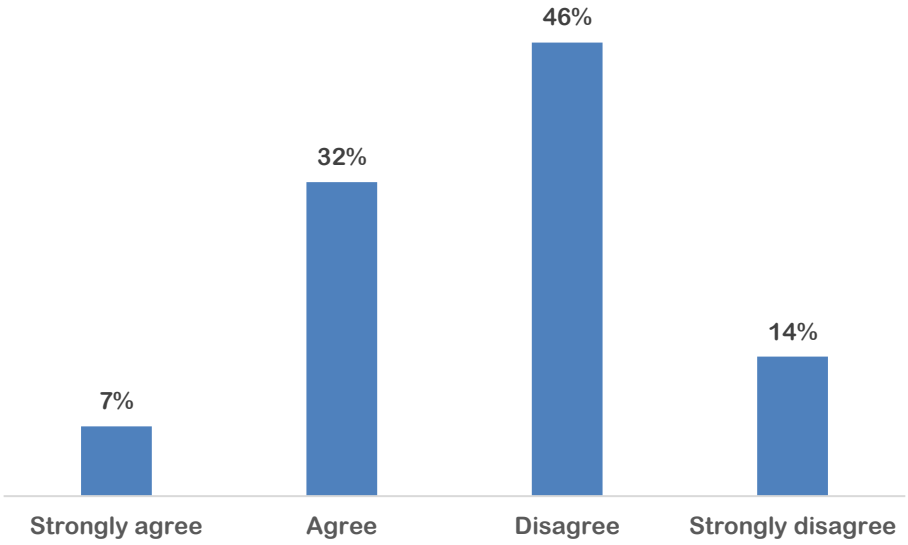


Figure 11. Our route to and from school is safe for children to walk.

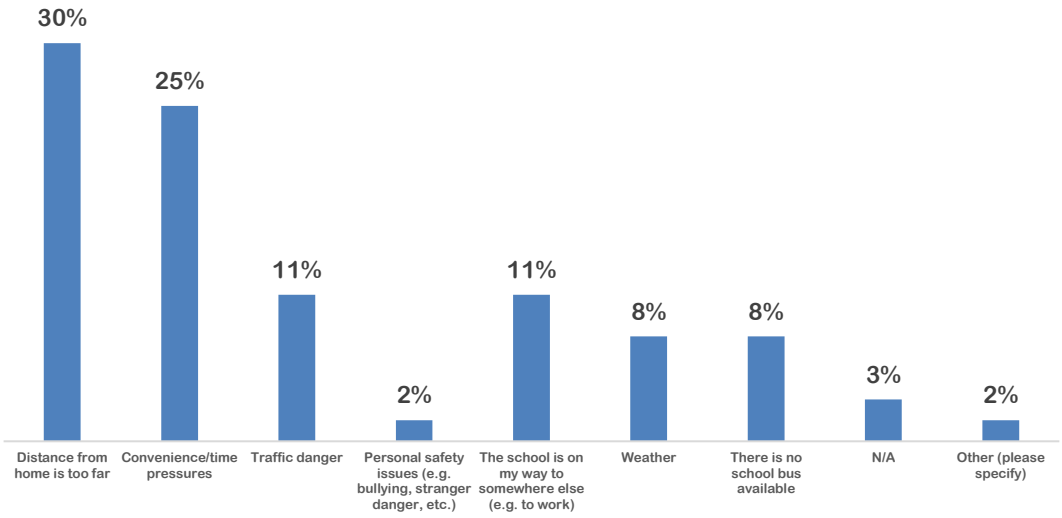


Figure 12. The main reasons given for driving kids to school.

Reasons provided in "Other": After-school care pick up.

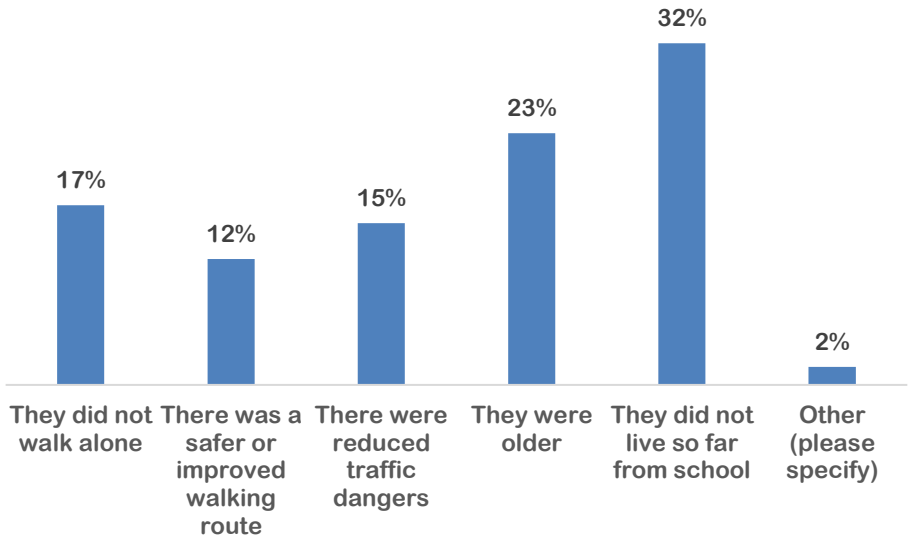


Figure 13. I would allow my child to walk to school if.

"Other" included: We live too far away; it would be a 1-hour walk uphill to get home. I tried registering for the bus, but it won't allow us a courtesy ride.

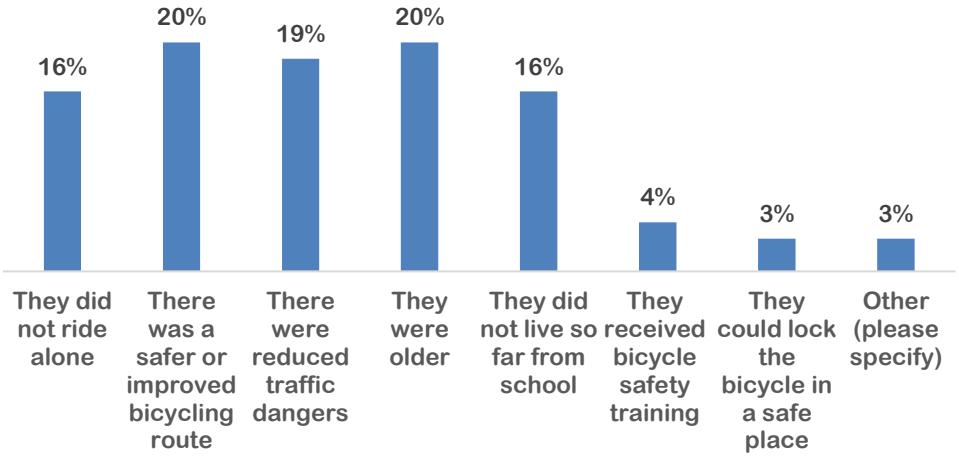


Figure 14. I would allow my child to cycle to school if.

"Other" included: Gordon Drive is too busy of a road for a primary elementary student to ride along for a significant distance. We live too far away up the hill. It would take over an hour.

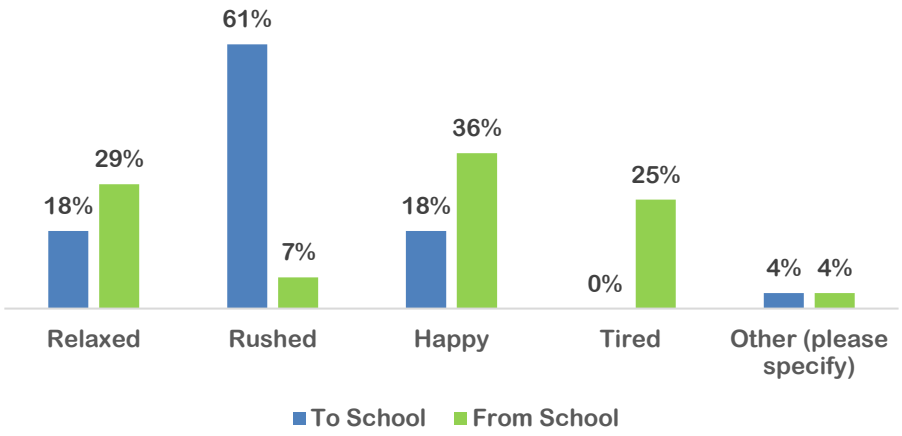


Figure 15. What feelings do you have when you are travelling to and from school?

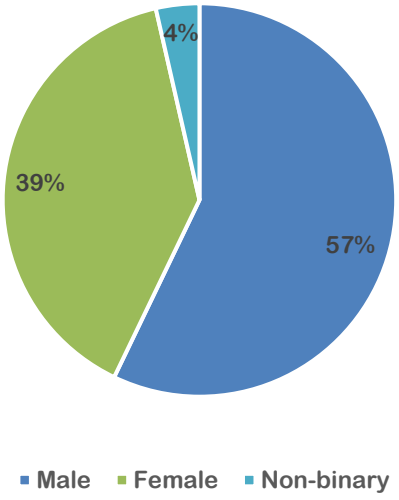


Figure 16. What is the gender of your eldest child? n=28

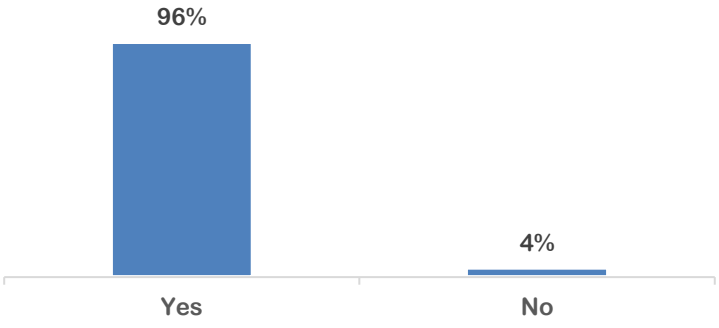


Figure 17. Do you support ongoing School Travel Planning efforts?

Table 3. Further comments about your child's journey to and from school

Because of being only a primary elementary school, we cannot have our older children help get our son to school. Please ensure bussing continues from Bellevue to Dorothea Walker Elementary.
My wife is on Mat leave, so she has time to pick up and drop off. Next year, we will rely on the school bus system. The schools are large and have vast catchment areas. It isn't feasible for people who live in the pond area to bike in winter; it is too cold.
When we bike to school, the best current route requires us to use DeHart and Gordon, which have high-speed traffic. It would be much more comfortable if bike lanes were separated and car lanes narrowed to slow traffic.
When the weather is nice and time permits, we will ride the bike or walk to school. It's about 20-25 one way.
No proper sidewalk on parts of the journey means kids must walk on the road's shoulder.
Having no sidewalks on any of the roads surrounding the school is a hazard, particularly in the winter when the roads narrow.
I would prefer that my son could take the school bus rather than having to drive. We would if we were allowed to.
There are no walkways along Raymer Road to the Bellevue school, and the cycle path lines are no longer visible. The slow-down signs are not far enough up Raymer Road, and many cars drive very fast during school hours.
Parking around the school is limited, and traffic is mainly one-way, making it complicated. But it's cool. The school has a plan in place now. That has been working better.
I would appreciate a shuttle from Dorothea Walker Elementary to Bellevue Creek for parents doing multiple drop-offs within a closed area. The area of town is very busy and clogged during drop off and pick up.
If I knew my child would not be alone and there were safe paths to/from school separated by traffic, I would consider alternative methods for him to get to school.
The main issue is that the district split the grades, so we must be at school within 10 minutes, making walking impossible for our family.
It would be much safer if my kids could walk with their older sister. The splitting of DWE has prevented that option.
Side of the school
Morning traffic on Gordon is challenging, especially with three schools nearby (Bellevue, Dorothea Walker)

Obstacle Map

Through the online family survey map, parents identified obstacles they encounter to or from school.

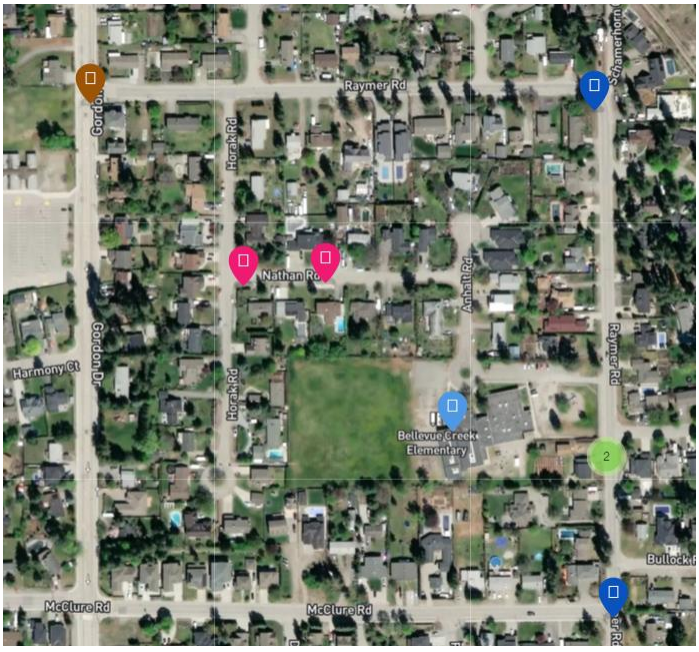


Figure 18. Traffic issues around the school

- Traffic issues (congestion, speeding, etc.)
- Sidewalks are missing or require maintenance.
- Traffic signs, Crosswalks, and Bike Racks are needed.

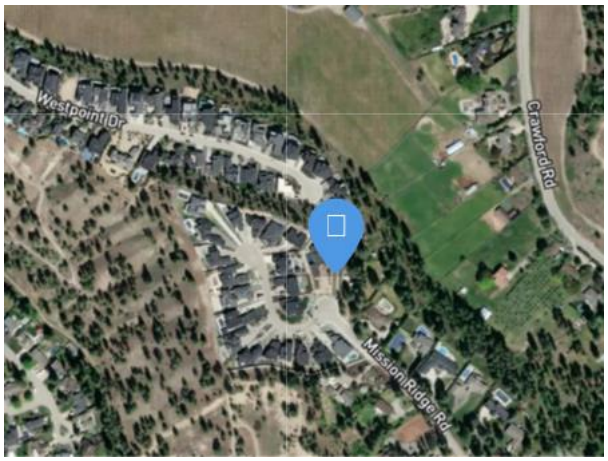


Figure 19. Mission Ridge Rd.

When biking my kid to school, I take this path, but people often fully or nearly fully close the gates across the path, and it's a huge pain to get a kid-carrying bike through. Is it possible to remove the barriers altogether or have a single bollard at each end at most?

Figure 20. Raymer Rd. @ McClure Rd.

- Drivers coming on/off McClure often don't seem to slow down much for this corner.
- A Sidewalk or MUP on Raymer reaching McClure could be helpful.
- A gap in the fence and, ideally, widening the sidewalk would make a nice path into the school from the south and crosswalk here.

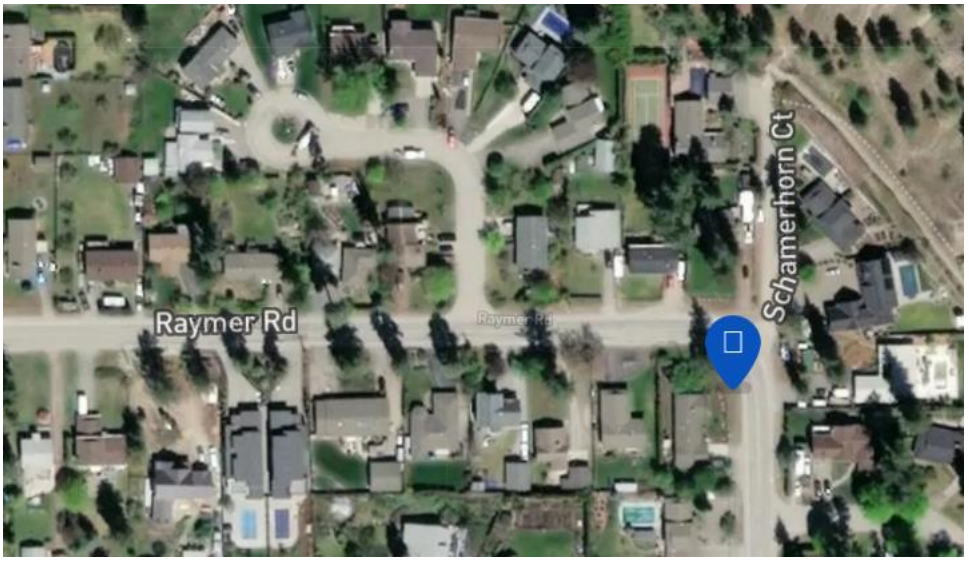


Figure 21. Raymer Rd. @ Schamerhorn Ct.

Drivers from Gordon often approach wide and then cut across the narrow inside shoulder where people walk or bike.

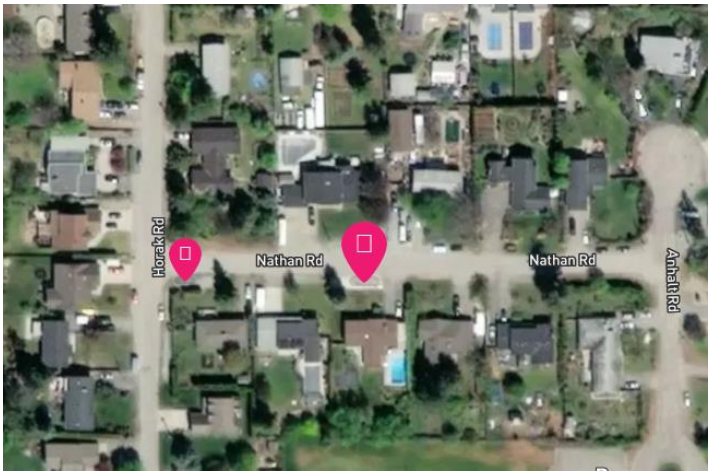


Figure 22. Ziprick Rd @ Springfield Rd

- The sidewalk is missing to separate people and vehicles.
- There is no sidewalk or curb to separate people from cars.

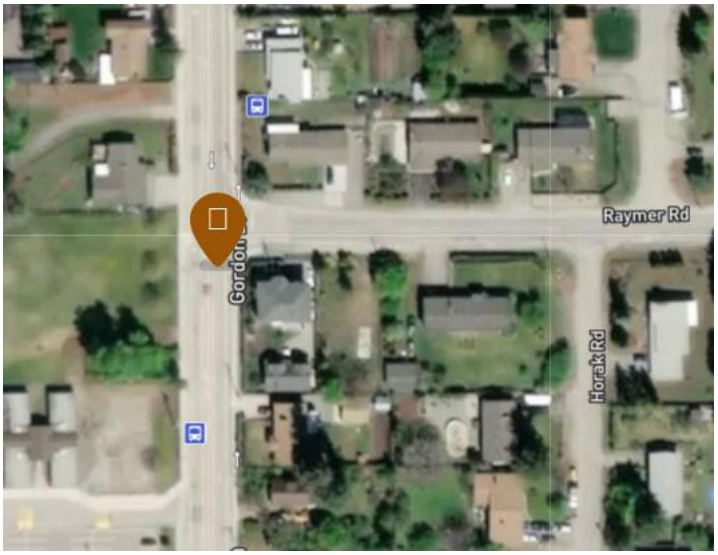


Figure 23. Gordon Dr. @ Raymer Rd.

When approaching by bike from the North during rush hour, trying to turn left here with kids is stressful. It would be great someday to have a way to activate the crosswalk lights from a bike and, ideally, have a painted bike path next to the crosswalk.

Figure 24. Dehart Rd. @ Gordon Dr.

- When coming down Westpoint Dr, to get to SB Gordon, we must cross DeHart, either get into the busy left-hand lane or do an awkward two-stage left into the southbound bike lane short of the weaving right-turn lane. If there were a MUP or two-way bike lane from West Point to Gordon along DeHart to align with the MUP or two-way bike lane going in front of DeHart Park, that would make getting to SB Gordon a lot easier (crossing on the intersection would make getting to NB Gordon easier too).
- A sidewalk is needed on Dehart to separate people from cars.

Walkabout and Route Map

Four members from the Municipal Committee and four from the School Committee attended and completed the Walkabout on **May 9, 2023, from 8:00–10:30 a.m**. The following pages show a detailed overview of the walking route and critical findings. We provided every participant with the meeting agenda, the walkabout route map and a walkability checklist with essential observation points to consider during the route.

The agenda was as follows:

8:00 Arrival- Meet at the green area beside the main school entrance
8:01 Introductions.
8:05 Summary of issues by a school representative
8:10 Group 1 - Observe the drop-off area (in front of the roundabout).
Group 2- Observe the area of possible conflict/traffic congestion at the school entrance @Raymer Rd
8:45 Group 1 meets Group 2 at Raymer Rd
8:50 Both groups start Walkabout - potential drop off/traffic conflicts Raymer@ McClure, North Raymer @ Horak Rd, Nathan Rd @ Anhalt Rd to school roundabout.
9:40 Return to the school's library/classroom– refreshments- coffee and cookies (courtesy of the Air Quality program).
9:45 Presentation of Family and Hands survey findings, next steps, discussion, and complete Online Walkabout Checklist
10:30 Wrap-up

The Walkabout route was developed by City staff considering the information provided by the school committee.

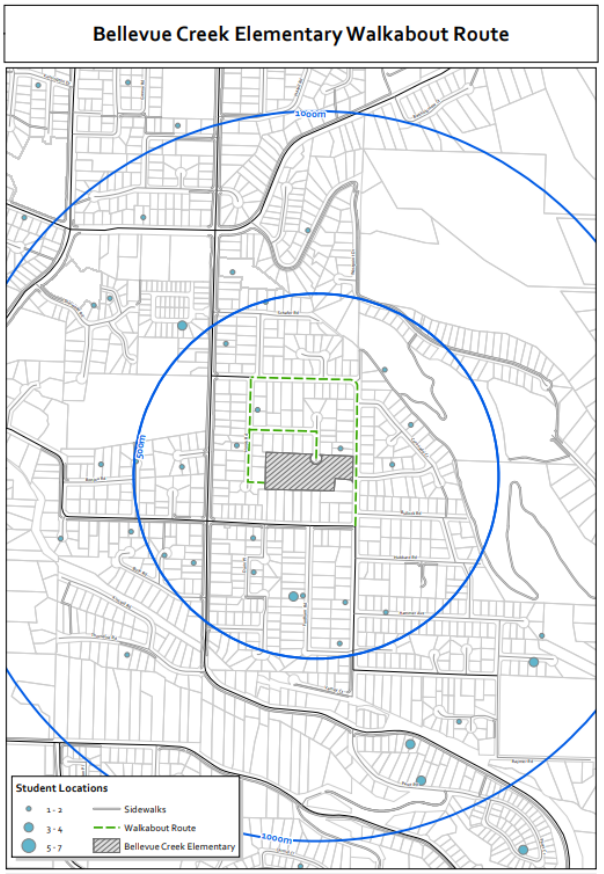


Figure 25. Bellevue Creek Walkabout Route Map

Walkabout Main Findings

After the Walkabout, the Municipal and School Committee members discussed the main findings and issues Bellevue Creek faced. Attendees provided insightful information to consider in the development of the Action Plan. They filled out an online walkabout checklist, and the following is a summary of the findings.

Table 4. Bellevue Creek Walkabout Main Findings

The Walkability Checklist	General Findings
Is there potential for vehicle and pedestrian conflict?	Drop-off zones, crosswalks on Raymer, driveway entrances, and parking conflicts on Raymer bike lanes. Yes! In the ide roundabout, walking up to the roundabout, through Raymer to the roundabout) and crossing the gravel parking lot. A lot of conflicts were observed on adjacent roads. Pedestrians and cyclists mix with motorists who are not going slowly enough to be comfortable. As seen on Raymer, the pedestrian gate isn't wide enough to allow cyclists to get through, but motorists are also not expecting people in the parking aisle (which is where they go if they can't fit in the gate). Drivers are parking in the bike lane, forcing kids into the adjacent travel lane. Cyclists on Raymer are travelling contraflow, presumably due to discomfort in the correct travel or bike lanes or crossing Raymer. Yes, in the parking lot and at the roundabout for drop-offs.
How do children access the school from parked vehicles? (Do they use a crosswalk? Is one available?)	The crosswalk is 30-50m from cars parking illegally in Raymer bike lane, crossing at the school entrance gate, directly on the sidewalk or across the gravel parking lot. There is no crosswalk at the entry loop, but there is a crosswalk at Raymer. On Raymer, children and parents chose to cross Raymer in front of the driveway instead of using the crosswalk since the crosswalk location is inconvenient. At Kiss and Go drop-off, a staff member welcomes them and walks them onto the sidewalk and the grass area. There are sidewalks in certain areas. Walking from the road parking with an adult.
Number and position of safety patrollers, adult and/or student, if any. If they are not currently organized, are they needed?	Other than the bus drops off, I saw no patrollers on Raymer. 2 to 4 adults, well organized. I think I noticed one or two. Most kids congregate on the far side of the school where the playground is. I do not have safety patrollers. I have teachers on supervision every morning at drop-off times. End-of-day teachers hand off students to parents or daycare providers.
Where are the access points for students?	Road shoulders in summer. In winter, shoulders are used for snow storage; walking in the travel lane is the only option. Raymer and local roads through the roundabout. By the driveway onto Raymer, via the roundabout, and the walkway at the west edge of the field. Walking to the field, pathway, and gate area to enter the property off Raymer Road and walk up another road to the front of the school.
Is there a potential conflict with vehicles?	Everywhere. Vehicles parking in bike lanes, crossing at entrances, etc. Yes, Raymer - a more significant issue in winter when snow is piled, but mainly in the parking lot and roundabout. Right in front of the school grounds is the most important. Since people park in bike lanes, there's no great way to walk without just walking on the road. All the streets leading into the school.
How many busses, vans and special needs transportation vans/busses access the school?	Two school buses that I'm aware of. Two school buses and one daycare bus
What is the noise and pollution of traffic on surrounding streets—perceived and real?	Generally low volume. Speed is a concern since collision survival rates for pedestrians struck by cars travelling over 30 km are low. Inviting cars into the roundabout for drop-off isn't ideal for air quality by the playground and entrance, but the noise levels are acceptable. We are tucked away, so it is quiet.
Timing of traffic lights?	The nearest signals on Gordon seem fine. Concern cited by a parent of cars not stopping at Gordon/McClure lighted pedestrian crossing.
Is there an area away from the school to suggest for distant driving families to park to take part in a walk-a-block-or-two scheme safely?	Get a cargo e-bike and leave cars in their driveways? If there was a turning circle at McClure and Raymer plus an MUP or sidewalk along the West edge of Raymer, that could be a good spot to park and U-turn after drop-off in the future. Yes, along any of the side streets.

Check here the Online Walkabout Checklist Results.

Figure 26. Delivery truck obstructing entry

Figure 27. Bus outside school premises/car/bicycle conflict at Raymer Rd. entrance

Figure 28. Pedestrian/car conflict at the entrance loop

Figure 29. Pedestrian conflict at kiss and drop area

Figure 30. Bicycle storage location could be improved/ bike racks needed

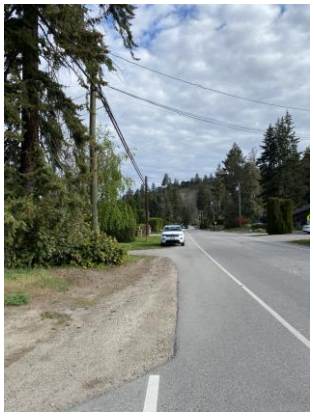


Figure 31. Car parking on the bike lane

Figure 32. Baseline data presentation

Figure 33. School and Municipal Committee

Figure 34. Parents getting out at Kiss and drop area.

Figure 35. Cars left parked/unattended in "No Parking" Zones

Figure 36. No sidewalks- kids going on a field trip

Traffic Count Data

Traffic count data is available at numerous locations near Bellevue Creek Elementary. It consists of peak-hour turning movement counts (TMC) at intersections, weeklong traffic counts, and speed data. Pedestrian volume is also included in the TMCs at intersections. Primarily, the following locations with existing data will be used for Bellevue Creek analysis:

- Nathan Rd & Horak Rd
- Raymer Rd & Gordon Dr
- Raymer Rd & Bellevue Creek Elementary Driveway
- McClure Rd & Gordon Dr
- McClure Rd, Darin Pl to Fordham Rd
- Wasilow Rd
- Raymer Rd multiple sections
- Gordon Dr, Dehart Rd to Vance Ave
- Additional locations to be determined as part of the walkabout and Obstacle Identification Map

The traffic count data collected is used for engineering analysis according to the methodologies and standards of the Transportation Association of Canada (TAC) and other transportation industry agencies. Summarized information on key streets surrounding Bellevue Creek is shown below:

- Raymer Rd, fronting Bellevue Creek Elementary
  - Vehicle and pedestrian data were recorded in October 2022 after Bellevue Creek reopened.
  - Overall, traffic volume is low at 1100 vehicles per day, comparable to a local street.
  - The most significant vehicle activity occurs during the AM peak around the start of classes at 8:30 a.m.
  - Pedestrian activity is most significant during the morning and PM classes' start and end, predominately on the west side of Raymer Rd.
  - Figures 40 and 41 display graphs of the vehicle and pedestrian activity during the AM, Midday, and PM peaks

- McClure Rd - Weekday data
  - Average speed = 46 kph
  - 85% of drivers travel at 55 kph or less.
  - Weekday average daily traffic volume = 2000 veh

Raymer Rd – Weekday data
  - Average speed = 42 kph
  - 85% of drivers travel at 51 kph or less.
  - Weekday average daily traffic volume = 1100 veh

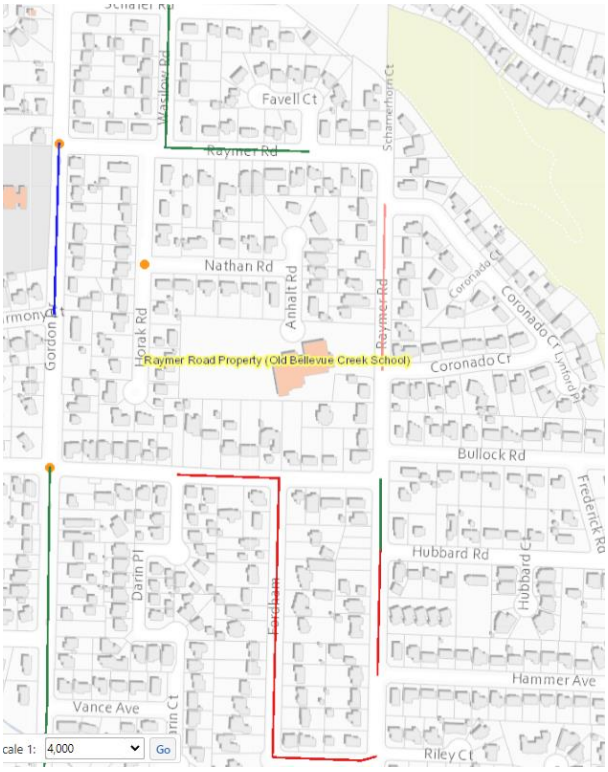


Figure 37. Overview of the area. Coloured dots and lines indicate vehicle and pedestrian traffic data.

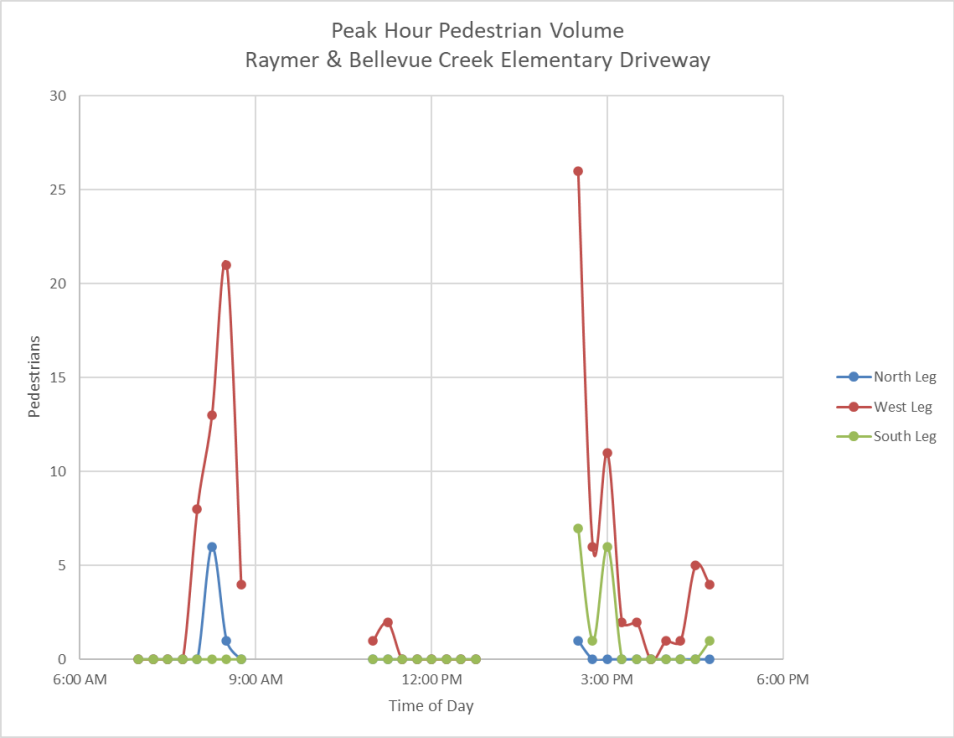


Figure 38. Traffic volume at Raymer Rd & Bellevue Creek Elementary Driveway.

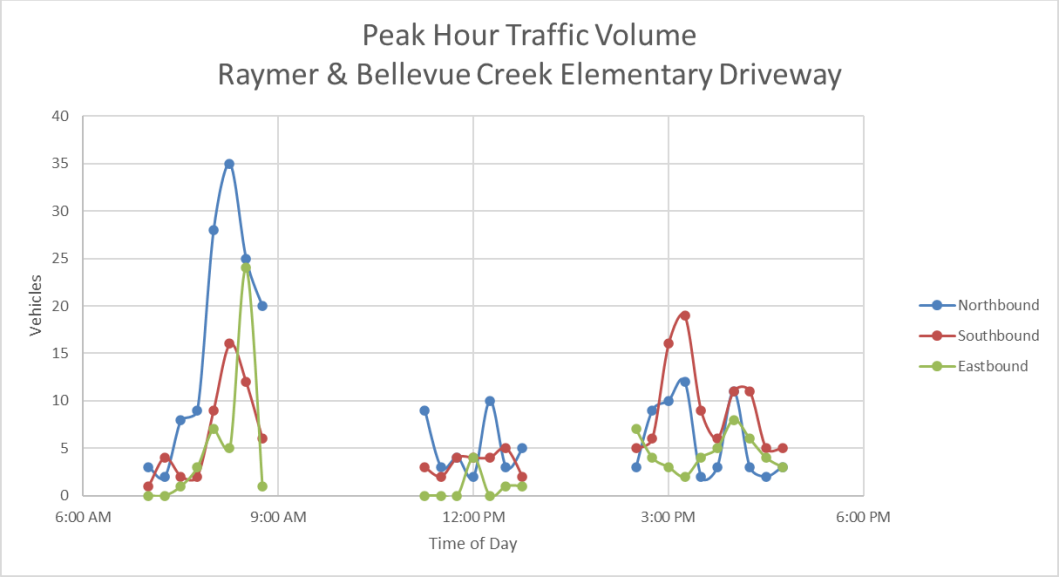


Figure 39. Pedestrian volume at Raymer Rd & Bellevue Creek Elementary Driveway.

Reducing Emissions from School Buildings

All but the most efficient buildings release emissions of gaseous pollutants, including nitrogen dioxide, particulate matter, and carbon dioxide. These pollutants not only contribute to poor outdoor air quality and climate change; they also contribute to poor indoor air quality. Inadequate ventilation can lead to concentrations of air pollutants in buildings, which at high levels can cause a health risk.

This section aims to identify some of the critical sources of building-related emissions. By implementing the recommendations set out in the action plan, the school will not only reduce the emissions of pollution from the building but may be able to reduce energy costs as well. Projects to reduce school building emissions also provide an opportunity to influence and educate the school community on the issues of air quality and energy consumption.

Where do emissions come from?

The energy consumption from school buildings is estimated to account for 37% of the school's overall greenhouse gas footprint. The contribution of school buildings to local air pollution is harder to establish. However, we know that equipment such as boilers make a significant contribution.

Typical sources of pollution from school buildings include:

- Boilers (combustion of gas releasing nitrogen dioxide)
- Back-up generators (combustion of gas)
- Air conditioning systems
- Kitchens and canteens
- Vehicle: school transport, supplies and deliveries, cars idling
- Garden equipment (lawnmowers, leaf blowers, etc., running off the gas)
- Other equipment, such as gas-fired water heaters

Opportunities for Emission Reduction

In most cases, understanding and managing the school's energy consumption will also enable you to reduce pollutant emissions. Several actions Bellevue Creek can employ to reduce energy consumption and pollution emissions were identified. These actions are included in the Action Plan.

School GHG Emissions by Transportation

The Greenhouse gas emissions (GHG) were estimated for Bellevue Creek School, considering:

- The postal codes of 169 students attending Bellevue Creek
- Based on the classroom survey, an average of 79.1% of the kids are driven to and from school (driven + school bus) and 20.9 % walk and/or bike/other.
- The emission factor of 0.2296 KgCO_2/km –"Average Emissions and Fuel Consumption for Passenger Cars."

Description	GHG (Tonnes/year)
Baseline: Bellevue Creek School GHG emissions due to kids being driven to and from school. Average 79.1% (driven + bus+ school bus)	**27**
GHG could be saved if reaching the rest of the students who live within walking/ short bike distance (1.0km or less).	**18**
GHG already being saved; Baseline: 20.9% of the students walk, bike, or roll to and from school.	**4**
GHG could be saved if 100% of parents do not idle (considering 150 families).	**22.6**

Increasing active school **travel by 20%** will represent an estimated **7.8 tonnes/year** in annual GHG not emitted to the atmosphere. Also, possible GHG idling reductions are significant, which could be set as one initial goal for the school.

In addition to the GHG emission reduction from those who can bike or walk to school because they live nearby (within 1.0 km), the Cleaner Air 4 Schools Program includes an idling campaign that involves teachers' and parents' collaboration. If that program is implemented and assumes:

- At least 150 families are attending Bellevue Creek. Considering 72% of students are driven to and from school (car +carpool). It is estimated that 108 drivers are picking up/dropping off kids around the school on average. One car per family – light–duty vehicle
- National surveys show Canadians idle between 6 to 8 minutes per day.
- The emission factor is 2.3 kg CO_2/litre, and the fuel cost is 1.68 $/litre.
- If each driver of light-duty vehicles (engine size 3 l) avoided idling for **6** minutes a day, each driver could save **66** litres of fuel, **$111** in fuel costs, and contribute to the reduction of **151 kg** of GHG emissions annually.
- As a school community, the CO_2 and fuel reductions could be:

	If 150 families do not idle (6 min/day)	If 108 families that usually drop off the kids do not idle (6 min/day)
Fuel savings L/year	9,855	7,096
Cost savings ($/year)	$ 16,592	$ 11,946
CO_2 savings (Kg/year)	22,667	16,320

Every tonne of CO_2 reduced counts!

School resources are available on the City of Kelowna website. Learn how much fuel and money can be saved using the Idling Fuel and Money Estimator.

As of Monday, July 25, 2022, residents and visitors can no longer idle within the City of Kelowna boundaries for more than one minute. For more information, please visit www.rdco.com/airquality.

Indoor Air Quality

Why is indoor air quality important?

The **British Columbia Lung Foundation** states that Canadians spend 90% of their day indoors, with about 70% at home and 20% at work or school. Poor indoor air quality may cause headaches, tiredness, coughing, sneezing, sinus congestion, shortness of breath, dizziness, and nausea. It can irritate the skin, eyes, nose, or throat. Allergy or asthma symptoms could get worse. Poor indoor air quality is caused by indoor air pollution. Knowing potential causes will help you improve the air quality you breathe indoors.[2] Three basic ways to improve indoor air quality are to **control the source, improve ventilation, and clean the air.**

SD23 and school administration should work together to ensure the best indoor air quality in school buildings. Here are some valuable resources for creating Healthy Indoor Air Quality (IAQ) in Schools:

- Framework for Effective School IAQ Management
- IAQ Tools for Schools Action Kit
- IAQ Tools for Schools Preventive Maintenance Guidance Documents
- IAQ Tools for Schools Video Resources
- In BC, there are Safety measures in place to protect students and staff and reduce the spread of COVID-19.
- The IAQ Fact Sheet Series is designed to help people without a technical background understand details about indoor air quality (IAQ) so that they can make critical decisions for their schools' ventilation, HVAC filtration, in-room air cleaners, germicidal, electronic air cleaners, and disinfectants.
- Radon testing, mitigation and awareness.
- Implement a sustainable procurement policy. This helps make measurable progress towards sustainability goals, greenhouse gas emissions, zero waste goals, and social, diversity, economic and local responsibility.

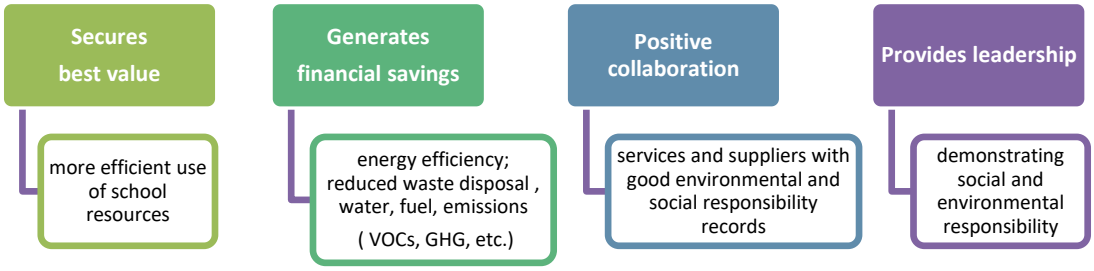


Figure 40. Benefits of Sustainable Procurement

School Travel Planning and Clean Air Goals

Considering all data from the Family Surveys, traffic count observation, classroom surveys and the GIS analysis, the Municipal and School Committees defined the Goals and Strategies to implement the Clean Air and Safe Routes 4 Bellevue Creek. The three main goals were:

- Reduce congestion within school premises and increase safety at the school site.
- Increase active school travel on the school journey and
- Reduce overall school emissions.

[2] Indoor Air Quality | HealthLink BC

Action Plan

This Action Plan includes short, medium, and long-term measures. All measures and who will be responsible for the tasks and target completion dates were identified. When possible, the cost estimates were collected.

Table 5. Bellevue Creek Action Plan

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost, Source of Funds, or No Cost
Objective 1: Improve the safety of children on the active school journey					
Pedestrian and bike safety presentations	Seek road safety curriculum resources for classroom teaching. ICBC road safety teaching resources: http://www.icbc.com/road-safety/teaching/Pages/For-educators.aspx	STP facilitator-delivers presentation School Committee- help set up a date for a presentation during a school assembly.	Fall 2023	Spring/Fall Every two years or when requested	No cost
Parent role-modelling messaging	Provide messages for use in school and parent communications. https://www.scanva.org/support-for-parents/parent-resource-center-2/parents-as-role-models/ Parent and student education. Included in BCE Buzz newsletters	School Committee-share information through a newsletter	Fall 2023	Year-round	No cost
Road safety/personal safety presentation	School-wide assembly combined presentations from STP facilitator & Street Crime Unit - School Resource Officer, RCMP. Resources available for teachers and parents at Kid Smartz KidSmartz Safety Dance Contest - YouTube RDCO Air Quality Safe Walk to School-https://youtu.be/REuxjNyav6E	STP facilitator and RCMP- will deliver the presentation (in person-virtual) School committee- help set up a date for presentation during a school assembly- usually during pedestrian bike presentations.	Fall 2023	Spring/Fall Every two years or when requested	$
School speed zone awareness	Seek road safety curriculum resources for classroom teaching. ICBC road safety teaching resources: http://www.icbc.com/road-safety/teaching/Pages/For-educators.aspx Contact community police for speed watch. Pace Car Community Guide (parachute.ca)	School Committee- share information through teachers and newsletter	Spring 2024	April 2024-every year	$
Implement a Valet Service or a Crossing guard program	The Valet Program operates each morning in the student drop-off loop supervised by staff members. Volunteers welcome arriving students with friendly smiles. This program aims to promote safety, reduce traffic congestion and demonstrate good manners.	STP facilitator School Committee	September 2023	Year-round	
Improve access points for students.	Parents or school administration should send a City of Kelowna service request to deal with Walkway maintenance, overgrown bushes from private property blocking sidewalks/walkways, snow/ice on roads/sidewalks/pathways, path holes, graffiti, etc. You will need: 1. Address (or pin on the map) the problem location 2. Take a photo (optional)-maximum five photos 10.0 MB each and attach it to the service request. To pick up drug paraphernalia (needles) found outdoors adjacent to private or on public property, contact the non-emergency fire department number, **250-469-8801** – select option 1	School Committee	As needed	Year-round	$

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost, Source of Funds, or No Cost
School Site Improvements	Consider site improvements - Kiss& Drop signage/markings, parking lot reconfiguration, additional barriers between playground and parking, additional/improved gateways and access points, wider sidewalk to the front entrance, changing traffic flow to one-way, relocate garbage bins, new bike parking compound, others TBD	School Administration/SD23/City of Kelowna	2025	2025	$ Medium
Crosswalks and Pedestrian Improvements	Review key locations for crosswalk improvements, such as curb extensions, twin parallel bar markings, stop bars, and accessible push buttons at the existing flasher on Gordon. Consider additional sidewalks to complete network gaps and traffic calming strategies as warranted.	City of Kelowna	2024	2025	$ Medium-high
Cycling improvements	Review areas for bike lane candidacy, protected bike lanes, and other signs and markings such as sharrows. Review routes in the area for the neighbourhood bikeway program.	City of Kelowna/SD23	2024	2025	$ Medium
Road marking and signage improvements	Evaluate critical locations that may benefit from additional or repainted lane and road markings. Review signage in the area and replace damaged or missing signs. Install other signage where required.	City of Kelowna	2024	2025	$ Medium
Traffic Calming	Review potential traffic calming strategies such as traffic calming curbs, delineator posts, speed humps, etc.	City of Kelowna	2024	2025	$ Medium-high
Parking and driving behaviour	Review roadway design, on-street parking configuration, and signage. Consider physical protection at critical locations such as crosswalks. Evaluate signage and marking strategies to maintain clear bike lanes	City of Kelowna	2024	2025	$ Low - Medium
Best Walking Routes Map brochure	Create a map showing the best routes and distribute it to families along with walking safety information	City of Kelowna	2023	2023	$ Medium-high
Bike Rodeo	Youth learn basic road rules, hand signals, obstacle avoidance and scanning techniques/Cycle Education Program "Learn2Ride" for Gr. 3-6 students.	STP facilitator/School Administration	May 2024	Every two years	
Objective 2: Raise awareness of active travel's environmental and health benefits.					
Provide a Cleaner Air 4 School Program	The Cleaner Air 4 School program is available at Schools | smartTRIPS. The lesson will be delivered to grades 3 by the teachers. • Air Quality/ provides ready-to-use materials. • Parents Council shares info through a newsletter. • School Administration supports delivering at least one lesson (around 30 minutes) a year through teachers in grades 3-4 The school participates in an Anti-Idling Reduction Program Campaign.	Air Quality/School Committee	March of every year (Earth Day) Fall/Spring	June of every year to 3rd grade. Fall/Spring	No cost
Have students create artwork for temporary/permanent outdoor signage	Identify classes that can make an art project or run an Art contest. The art Contest Theme should be Clean Air/Safety/Active transportation. The STP Program will pay to produce six signs (20 in height x 18 in width). The school committee will pay to make any extra signs.	School Committee –	Spring 2024	Spring 2024	$

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost, Source of Funds, or No Cost
Have physical activity benefits messaging in newsletters/Health presentations.	Review information on the Public Health Agency of Canada website. School Health | Interior Health School Health Care | Infant & Youth Health | IH (interiorhealth.ca)	School Committee- share information through newsletters	Monthly	Ongoing	No Cost
Objective 3: To encourage more students to walk to school					
Drop & Go / Walk a Block or Two	Identify suitable locations for students to be dropped off outside the school zone. This will be communicated to our families before school starts.	School Committee with support of STP facilitator	Summer 2023	Summer 2023	$ No Cost
Buddy Scheme	Set up a scheme to encourage students to walk and cycle with others. Students are very young and need volunteer parents to accompany them.	School Committee STP facilitator	TBD	TBD	
Neighborhood Walking School Bus	Identify a route from a suitable neighbourhood to school. Organize Walking School Bus. Communicate the possibility of this and possible meeting points.	School Committee STP facilitator	TBD	TBD	
Walking Competition	Set up a walking competition for 1-2 weeks (March-June). Schools | smartTRIPS. Air Quality could provide a limited number of pedometers for one or two participant classrooms (per school) and the pool entry fee to the H_2O Aquatic Centre for one winning class. • The school committee pays for class transportation to H_2O. ParticipACTION - Home | ParticipACTION (challenges and prizes)	Parents Council with support of STP facilitator- School Committee	Spring 2024	Every Spring	Cost per pedometer $6-7 Online pedometers to track steps are recommended.
IWALK (International Walk to School Month – October)	Organize a Walk to School Week- iWalk | smartTRIPS	School Committee	2023 - October	Every year	$ minimal (for prizes-pedometer)
Bike and Walk to School Days	Encourage students and their families to walk, scooter, skateboard, or ride their bikes to and from school. Detail a challenge and advertise Walking/Biking on Wednesdays or other specific days (March-June). The school will create a yearly schedule with the team and share it with families.	School Administration	Fall 2023	Every Spring and Fall	$
Bike and Walk to School Week	Encourage students and their families to walk, scooter, skateboard or ride their bikes to and from school	School Committee	May 2024	Every year	
Celebration	Organize a community walk to school on Earth Day	School Committee	April 22, 2024	Every year	
Commuter Challenge	Promotes friendly competition to see who can get the highest percentage of employees out of single occupancy vehicles http://commuterchallenge.ca	School Committee	1st week June 2024		
Carpool month	Promote Carpooling as a simple way for individuals to participate in the climate change challenge while saving money, reducing	School Committee	October 2023	Every year	

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost, Source of Funds, or No Cost
	congestion, and conserving energy. Communicate in the monthly newsletter for families and staff) Resources: • Free Carpool and Rideshare Listings (carpoolworld.com) • Carpooling Software for Schools (carpoolworld.com) • Rideshare in Kelowna (shareyourride.net)				
Clean Air Day	Participate in activities that contribute to cleaner air, healthier communities, and a better quality of life. Promote things you can do to help improve local air quality. Tie into Art Contest	School Committee- Share information through newsletters.	1st week June 2024	Every year	
Objective 4: To facilitate safe bicycling to and from school					
Cycle Storage	Suppose additional bike racks are needed/secure location on the school site. The principal should request it from the Director of Operations. Add work to Annual Facilities Grant and/or Capital Plan). The school needs bike racks.	SD23/ School Committee	Depending on priority with other projects	TBD	$ need to review with the school to determine how many and what costs
Objective 5: Reducing Emissions from School Buildings					
Understanding Energy Use and Improving Monitoring and Measurement	Monitor usage over a period, e.g., a week or a month. When and how often is the emissions source used? Report on areas of waste across all spectrums of the school (each year groups, staff department, etc.) • Where possible, establish permanent mechanisms to monitor energy or equipment use (e.g., meter readings, use of smart meters)	SD23	Ongoing		$
Reducing Energy Demand & Improving Building Efficiency	•Reduce energy waste (switching off appliances when not in use, installing occupancy sensors for lights, installing Thermostatic Radiator Valves to control temperature, etc.) • Investigate energy efficiency of critical building systems (i.e., the most efficient boiler in place, investigating more suitable solutions such as Combined Heat and Power CHP) School IAQ Fact Sheet: Overview | U.S. Green Building Council (usgbc.org)	SD23	Ongoing		$
Investigate Opportunities for Renewable Energy Provision	• Investigate potential for on-site renewable energy generation, e.g., Photo Voltaic solar panels, wind turbines, ground source heat pumps, etc. • If renewable energy options are not possible, ensure energy supplies are from a green provider	SD23	Ongoing		
Reducing Emissions from Procurement	• Source supplies locally where possible - reducing emissions from transport and delivery (e.g., food/stationery supplies) • Use sustainable products (i.e., recycled paper and stationery, cleaning products with low environmental impacts, energy efficient kitchen/office equipment – Energy Star Label)	SD23	Ongoing		$

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost, Source of Funds, or No Cost
Test for radon gas and ensure the lowest levels are reasonably achievable, with all space below the Canadian Guideline of 200 Bq/m³	Complete radon testing of all school buildings by deploying detectors during the cold months of the year for a minimum of 91 days in the lowest level of the building receiving occupancy >4 hours/day. • Implement interim and permanent radon reduction measures in obvious areas of concern, especially in regions testing high. • Test buildings per the Health Canada Guide for Radon Measurements in Public Buildings, Workplaces, Schools, Day Cares, Hospitals, Care Facilities, Correctional Centers • Make radon inclusive of general building oversight, maintenance, and data collection; obtain a portable radon monitor and routinely check buildings under different seasons, HVAC and energy efficiency adjustments, and after significant indoor renovation or equipment alterations. • Be transparent with radon test results to staff and parents, along with promotional material encouraging staff and parents to test their indoor environments. • Educate students about radon, health effects and testing. - Resources available: o IH Healthy Community Development team at HBE@interiorhealth.ca Information and links on the Interior Health Radon Page -School Resources - Take Action on Radon • Resources for Homeowners - Take Action on Radon	SD23	TBD		
Objective 6: To monitor the effectiveness of initiatives and revise the School Travel Plan annually					
Monitor transportation mode	Conduct Follow-up Classroom Survey	Air Quality/ School Committee	Spring 2025	Spring 2025	
Monitor behaviour changes	Conduct Follow-up Family Survey	Air Quality/ School Committee	Spring 2025	Spring 2025	$
Report on the implementation of STP and initiatives	Follow-up of first-year actions or when substantial work has been completed. Revise the plan and compile a final report with recommendations.	Air Quality/ School Committee	Spring 2024-2025	Spring 2024-2025	$
Oversee the implementation of Action Plan items and track changes over time.	The follow-up hands-up classroom survey could be performed at the end of every school year. If possible, a family survey should be conducted every second year.	School Committee	Spring 2024	Spring 2028	$

Committee members

In coordination with the City of Kelowna, Regional Services invited the institutions described below to participate in the Municipal and School Stakeholder Committee. A brief document of the School Travel Planning and the Terms of Reference of the Municipal and School Stakeholder Committee was sent for their review.

The Municipal and School committee members were aware of their activities in advance and provided their input in the following manner:

- Participated in the Walkabout
- Contributed ideas for the Action Plan
- Provided information to educate parents and students regarding health, wellness, air quality and safety.
- Agreed with improvements recommended in the Action Plan

Table 6. Members of the School STP Committee

Bellevue Creek			**470 Ziprick Rd, Kelowna, BC V1X 4H4**
	Name	**Description**	**Contact information**
		School Administration	
	Raelyn Larmet	Principal	Raelyn.Larmet@sd23.bc.ca
	Lukas Eaton	Teacher	Lukas.eaton@sd23.bc.ca
	Nathan Hind	Main Contact (PAC President)	Nathan.hind@gmail.com
		Parents	
	Nicole Evans	Parent	Nicolerevans05@gmail.com
	Nik Zimmer	Parent	

Table 7. Members of the Municipal Stakeholder Committee

	Name	**Description**	**Contact information**
City of Kelowna	Jerry Dombowsky	Transit and Programs Manager	jdombowsky@kelowna.ca
	Dan Glasscock	STP Facilitator/Traffic Safety officer	Dan.Glasscock@sd23.bc.ca
	Nancy Mora	Project Coordinator	nmoracastro@kelowna.ca
	Samantha Flemington	Communications Advisor	As needed basis. sflemington@kelowna.ca
	Jasen Sackmann	Traffic Technician	JSackmann@kelowna.ca
RCMP	Federico Angulo	Law Enforcement	Federico.ANGULO@rcmp-grc.gc.ca
School District	David Widdis	Planning Manager	david.widdis@sd23.bc.ca
Interior Health	Tanya Osborne	Community Health Facilitator	tanya.osborne@interiorhealth.ca

Acknowledgements

Thanks to the following organizations for their valuable information:

Green Communities CANADA

LSx London Sustainability Exchange

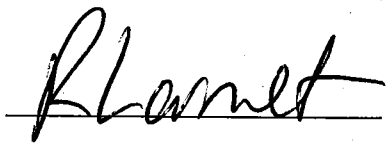
HASTe HUB for ACTIVE SCHOOL TRAVEL

Active & Safe ROUTES TO SCHOOL

Endorsement

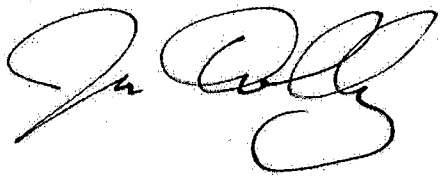
The School Travel Plan for Bellevue Creek Elementary has been endorsed by Principal Raelyn Larmet on behalf of the school and by one representative of the Municipal Stakeholder Committee.

School Principal Raelyn Larmet

Signature 

Date September 15, 2023

Lead representative of
Municipal Stakeholder Committee Jerry Dombowsky

Signature 

Date September 15, 2023

Future Evaluation

Following-up results in May 2025 or when significant progress has been completed.

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Update

School travel planning follow-up data collection will occur in May 2025, or when substantial work has been completed, through the follow-up family and classroom surveys. The results will be comparable to the baseline data collected in May 2023. The School Travel Plan will be revisited as necessary.

After the new data has been analyzed and compared to the baseline data, results will be shared with the STP municipal and school Committees by a meeting and/or email. Results will also be shared with parents/caregivers via the school newsletter and/or at school events.

	Principal	Municipal Lead
End of **First** Year < May 2025 >	_____	_____

Appendix 1. Statement of Support

Clean Air and Safe Routes 4 Schools
School Travel Planning
School Agreement

I, Raelyn Larmet, Principal, agree on Bellevue Creek Elementary School's behalf that we will participate in the School Travel Planning. I understand that the School Travel Planning process will begin immediately and continue on an ongoing basis—the first year being the most intensive, with implementation continuing in year two and beyond. We have secured the support of the Parent Advisory Council to participate in this project.

I understand that our school will have the following responsibilities:

- Participate fully in the five-step School Travel Planning process.
- Contribute in-kind staff time for data collection, meetings, and implementation tasks.
- Provide meeting space as needed.

School Principal:

Raelyn Larmet
Name

Bellevue Creek Elementary School
School Name

Signature

March 10, 2023
Date

City of Kelowna
District of West Kelowna
District of Lake Country
District of Peachland
Westbank First Nation
Regional District of Central Okanagan
smartTRIPS

School Travel Planning

Municipal Stakeholder Committee

Statement of Support

I, David Widdis, representing the Central Okanagan School District No. 23, agree to participate as a member of the Municipal Stakeholder Committee for the City of Kelowna. This commitment will begin immediately and continue on an ongoing basis.

I understand that as a member of the Municipal Stakeholder Committee, my role in this project may include the following responsibilities:

- Consider the *Child and Youth Friendly Land Use and Transport Planning Guidelines* found at **www.kidsonthemove.ca/documents.htm** when making decisions about Action Plan items.
- Contribute in-kind staff time for meetings, data collection and implementation tasks that are relevant to my organization's existing responsibilities in the community, e.g. transportation engineering and planning departments will oversee infrastructure, police and/or bylaw officers will oversee safety and traffic enforcement, public health and school districts will guide education opportunities, etc.

David Widdis
Name


Signature

Central Okanagan School District No. 23
Organization Name

April 10, 2015
Date

Witness:

Jennifer Pearson
Name


Signature

Central Okanagan School District No. 23
Organization Name

April 10, 2015
Date

School Travel Planning
Municipal Stakeholder Committee
Statement of Support

I, Anita Ely, representing the Interior Health Authority, agree to participate as a member of the Municipal Stakeholder Committee for the City of Kelowna. This commitment will begin immediately and continue on an ongoing basis.

I understand that as a member of the Municipal Stakeholder Committee, my role in this project may include the following responsibilities:

- Consider the *Child and Youth Friendly Land Use and Transport Planning Guidelines* found at **www.kidsonthemove.ca/documents.htm** when making decisions about Action Plan items.
- Contribute in-kind staff time for meetings, data collection and implementation tasks that are relevant to my organization's existing responsibilities in the community, e.g. transportation engineering and planning departments will oversee infrastructure, police and/or bylaw officers will oversee safety and traffic enforcement, public health and school districts will guide education opportunities, etc.

Anita Ely
Name

A. Ely
Signature

Interior health Authority
Organization Name

September 26, 2017
Date

Witness:

J. Ivor Norlin
Name

Signature

Interior health Authority
Organization Name

September 26, 2017
Date

City of Kelowna
District of West Kelowna
District of Lake Country
District of Peachland
Westbank First Nation
Regional District of Central Okanagan
smartTRIPS

School Travel Planning

Municipal Stakeholder Committee
Statement of Support

I, Jerry Dombowsky, representing the Sustainable Transportation Partnership of the Central Okanagan, agree to participate as a member of the Municipal Stakeholder Committee for the City of Kelowna. This commitment will begin immediately and continue on an ongoing basis.

I understand that as a member of the Municipal Stakeholder Committee, my role in this project may include the following responsibilities:

- Consider the *Child and Youth Friendly Land Use and Transport Planning Guidelines* found at **www.kidsonthemove.ca/documents.htm** when making decisions about Action Plan items.
- Contribute in-kind staff time for meetings, data collection and implementation tasks that are relevant to my organization's existing responsibilities in the community, e.g. transportation engineering and planning departments will oversee infrastructure, police and/or bylaw officers will oversee safety and traffic enforcement, public health and school districts will guide education opportunities, etc.

Jerry Dombowsky
Name

Sustainable Transportation Partnership of the Central Okanagan
Organization Name

Signature

April 10, 2015
Date

Witness:

Ron Westlake
Name

Sustainable Transportation Partnership of the Central Okanagan
Organization Name

Signature

April 10, 2015
Date

Clean Air and Safe Routes 4 Schools

Questions should be directed to:
Regional Air Quality Program
www.rdco.com/airquality
airquality@kelowna.ca
ph. 250-469-8408

September 2023

This publication may be impacted by changes in legislation, bylaws, policies, and procedures adopted after the date of publication. The use of this publication does not constitute the rendering of legal advice.