

Clean Air & Safe Routes 4 Schools

A School Travel Plan Quigley Elementary School



Quigley Elementary Clean Air & Safe Routes 4 Schools – a School Travel Plan is delivered in partnership 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 compiled this Plan.

Revised November 2025

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Project Overview

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 Quigley Elementary School.

The Clean Air and Safe Routes 4 Schools program utilizes the "School Travel Plan (STP)" toolkit, created by Green Communities Canada, in conjunction with the "Cleaner Air 4 Schools" toolkit developed by the City of London, England. The development of the School Travel Plan (STP), combined with the implementation of school programs, has resulted in a reduction in vehicle traffic and an increase in the number of students using active transportation. This integrated framework allowed for collaborative efforts with diverse stakeholders, not only to develop plans addressing safety concerns and infrastructure needs but also to actively identify areas of poor air quality, foster student understanding of air pollution's impacts, and engage the entire school community in improving local air quality.

Following the 7E's approach to Sustainable Commute Planning, the Municipal and School Committees collaboratively defined an Action Plan, considering three core objectives for the program:

- Reduce vehicle congestion within school premises and enhance safety at the school site.
- Increase active and sustainable school travel modes for the daily journey.
- Reduce overall school emissions from both travel and school buildings.

The Municipal Committee, comprising City of Kelowna departments, Interior Health, RCMP, and School District 23, and a School Committee, including school representatives and parents, were established to guide the process.

- **Baseline Data Collection:** Initial research was conducted in 2023 through classroom and family surveys, observations, and traffic counts to understand existing active transportation rates and identify real or perceived barriers.
- **School Walkabout:** On May 4, 2023, committees actively participated in a walkabout to identify specific areas of concern related to school access and safety.
- **Infrastructure Improvements:** From the summer of 2023 to 2025, the City of Kelowna completed significant infrastructure upgrades around the school. These included:
 - Upgraded crosswalks with pedestrian-actuated flashing beacons and curb letdowns with tactile warning strips. A new stop bar and centerline on Perry Rd. Curb extensions and a new crosswalk. Traffic calming measures and enhanced signage.

After three years of dedicated efforts and strategic interventions, progress has been observed.

- The follow-up survey results in 2025 show an overall increase of 3% in car trips to and from school, with a corresponding decrease in active modes like walking, biking, and rolling during the surveyed week. It is important to note that the follow-up (Fall) and baseline (Spring) surveys were conducted in different seasons, which may affect travel behaviour and data comparability.
- The addition of the crosswalk and curb extension resulted in an immediate increase in usage, with the average pedestrian volume more than doubling after the project was completed.

While the results are encouraging, the project emphasizes the importance of continuing effort and adaptive strategies. The school is encouraged to continue implementing the recommendations of the Action Plan and monitor transportation patterns to assess long-term trends.

Background

The School Travel Plan

The School Travel Plan (STP) was developed with guidance from 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 update 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.

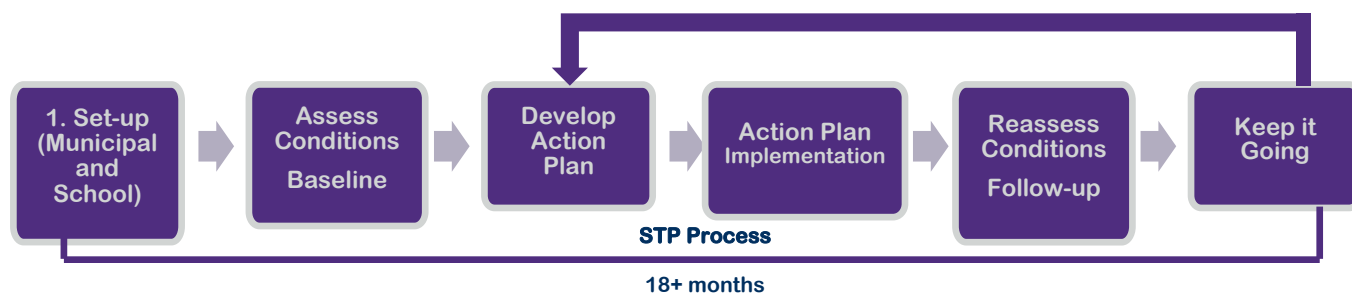


Figure 1. School Travel Planning Process

The National Children's Health, Mobility, and Happiness: A Canadian School Travel Planning Model project, completed in 2012, utilized Active and Safe Routes to School programming in conjunction with Transportation Demand Management principles to encourage active and sustainable modes of school travel 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, aiming to reduce the health risks to children. Even before many action plan items had been fully implemented, by March 2012, some provinces had seen a shift towards active travel of up to 6 percent, and some individual schools had noticed a change in over 20 percent.

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

A 2019 study shows¹:

- **39% of kids and teens (5-17 years)** are meeting national physical guidelines of 60 minutes of moderate-to-vigorous physical activity per day.
- **62% of young children (3-4 years)** are meeting national physical activity guidelines.
- **7% of youth (10-19 years)** had a decrease in their levels of physical activity.
- **Boys (52%)** are twice as likely as **girls (26%)** to meet physical activity guidelines.
- Children and youth in Canada spend approximately **8.4 hours** of their day being sedentary.

¹ [2024 Children And Youth Report Card - ParticipACTION](#)

There are many benefits to walking or cycling to school:

- Active transportation contributes to children's participation in physical activity and improves their 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 contribute to reductions in greenhouse gas emissions.
- Economics - Walking or cycling to school saves money on gas.
- Education - Physical activity before the school day helps prepare students for learning by increasing concentration and reducing stress. Students arrive at school awake and alert.

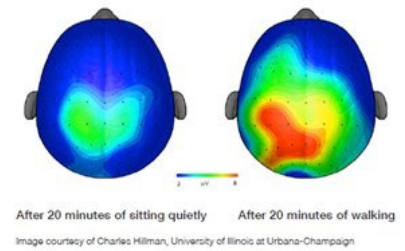


Figure 2. Brain scans of students taking test

The effects of physical activity on brain health were analyzed.² Figure 2 shows two brain images, taken from the top of the head, representing the average amount of neural activity in students during a test after sitting for 20 minutes and then walking for 20 minutes. Blue represents lower neural activity, while red denotes higher brain activity in a given 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. Additionally, following physical activity, children completed learning tasks more quickly and 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 enable more children to walk and cycle to school. Green Communities Canada³ facilitates the coordination of efforts and knowledge transfer among these organizations. This national website offers a wealth of resources, including links to international and provincial/territorial organizations, their curricula, and campaigns that can benefit and complement a school's efforts in health promotion and environmental awareness.
 - Toolkit resources and flexible templates are available to use in every phase of the STP process. Find the Toolkit at [School Travel Planning Toolkit - SchoolTravel.ca](https://www.schooltravel.ca/school-travel-planning-toolkit)
- Cleaner Air 4 Primary Schools Toolkit was developed by the London Sustainability Exchange (LSx). This organization works to support London to become a sustainable city. It provides businesses, governments, communities, and individuals with the motivation, knowledge, and connections they need to implement sustainability.
 - 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 Quigley Elementary School in the City of Kelowna.

² [Active Living Research](#)

³ [Canada Walks - Green Communities Canada](#)

Introduction

The Regional District of Central Okanagan (RDCO), in coordination with the City of Kelowna, invited Quigley 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 **February 7, 2023**, by the project coordinator, the facilitator, and the city traffic technician to the Parent Advisory Committee (PAC) and administrative personnel, explaining the project's scope and their roles in the process. Also, an introductory document was sent to parents, and the terms of reference of the school committee were sent for their review. Quigley Elementary School signed the School Agreement on **February 10, 2023**.

A City of Kelowna municipal committee was integrated in the past, and its collaboration was reaffirmed to support this school. All members have previously signed a statement of support, which is included in *Appendix 1* of this document. With the school and municipal committees integrated, a general project timeline was presented to both committees for review.

City staff prepared maps for the Walkabout route. City personnel also used traffic count data collected near Quigley 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 targeting specific behaviours and barriers. All these are included in the Action Plan.

The following sections provide a comprehensive overview of all the baseline and follow-up data collected. This information is not just data, but a testament to the progress and outcomes of the Clean Air and Safe Routes to School program. It reflects our collective efforts and the positive changes we are making together.

School Profile


Quigley's Principal provided the school profile on February 9, 2023, with general information on the school's primary concerns and issues.

Table 1. Quigley's Profile

Profile	Description
School Name	Quigley Elementary School
School Type, e.g., public, separate, private.	Public
Age of School / Year Opened	Opened in 1978
Name of School Board	Central Okanagan School District SD23
Number of Students	234
Number of Families	150
Grades, e.g. K-6, K-8	k-5
School Bell Times	8:25 & 2:30
Number of Parking Spaces, staff/visitor	Sixty total (approx. 40 staff/20 visitors)
Description of Location, e.g., District center/suburban/rural	suburban
Is the school in Neighbourhood Watch? or Block Parent Community?	No
% Bussed Students	0
Socio-Economic Description of Families	Low-socio economic area
Any local programs e.g., French immersion, fine arts, special needs, before and after-school daycare etc.	Before and after school care (Y care) BCIT program High school trades program
High-Level Description of Any Major School Travel Problems e.g., catchment size, driver behaviour, local or connector roads, traffic speed, heavy trucks, and bussing wait times.	Parking area at the front of the school (mixing students and cars) Busy road at the back of the school (Hollywood Road, speeding)
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 to after-school programs.	Bike racks Public transit bus stop Lots of parking space
Existing Safety Policy & Education, e.g., school safety policy and rules, current safety education programs	None
Programs at this school that have goals like STP, e.g., environmental, physical activity, mental health	None
Types of school/parent committee communications used/available (i.e., newsletter, website, Facebook page)	Website, Facebook, the weekly newsletter, text message
Other Information	

Quigley Elementary Catchment

In 2022, the school had 234 students enrolled in Kindergarten through Grade 5. By the 2025–2026 school year, enrollment had increased to 256 students across 150 families. The catchment area is shown below.

 Quigley Elementary Catchment

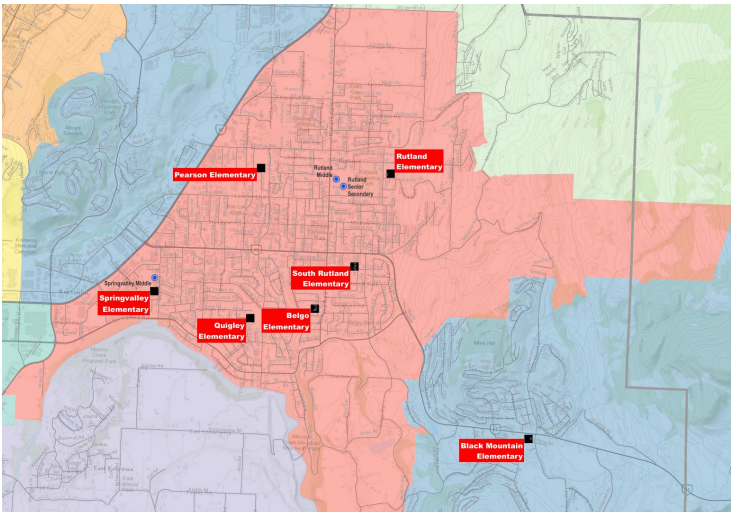
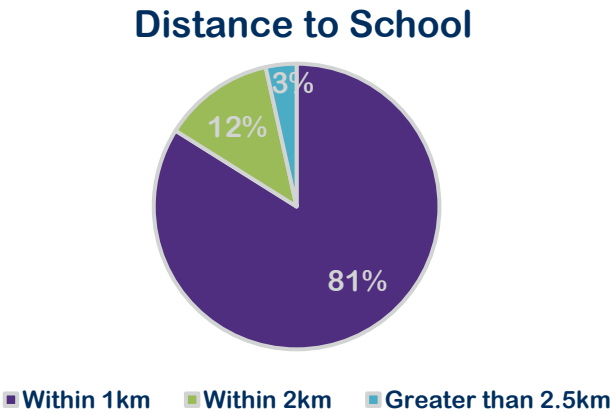


Figure 3. Quigley Elementary Catchment Area

GIS Analysis - Distance to School

Using the postal codes of all students attending Quigley Elementary School during the 2022–2023 academic year, general data were collected to inform strategies and actions within the school. A GIS analysis was conducted in ArcInfo to calculate the distance from each student’s home to the school. The results are summarized below:



- 81% of students live within 1.0 km from school.
- 93% of students live within 2.0km from school.
- 3% of students require a longer walk/bike ride to reach school as they live more than 2.5 km. from school.

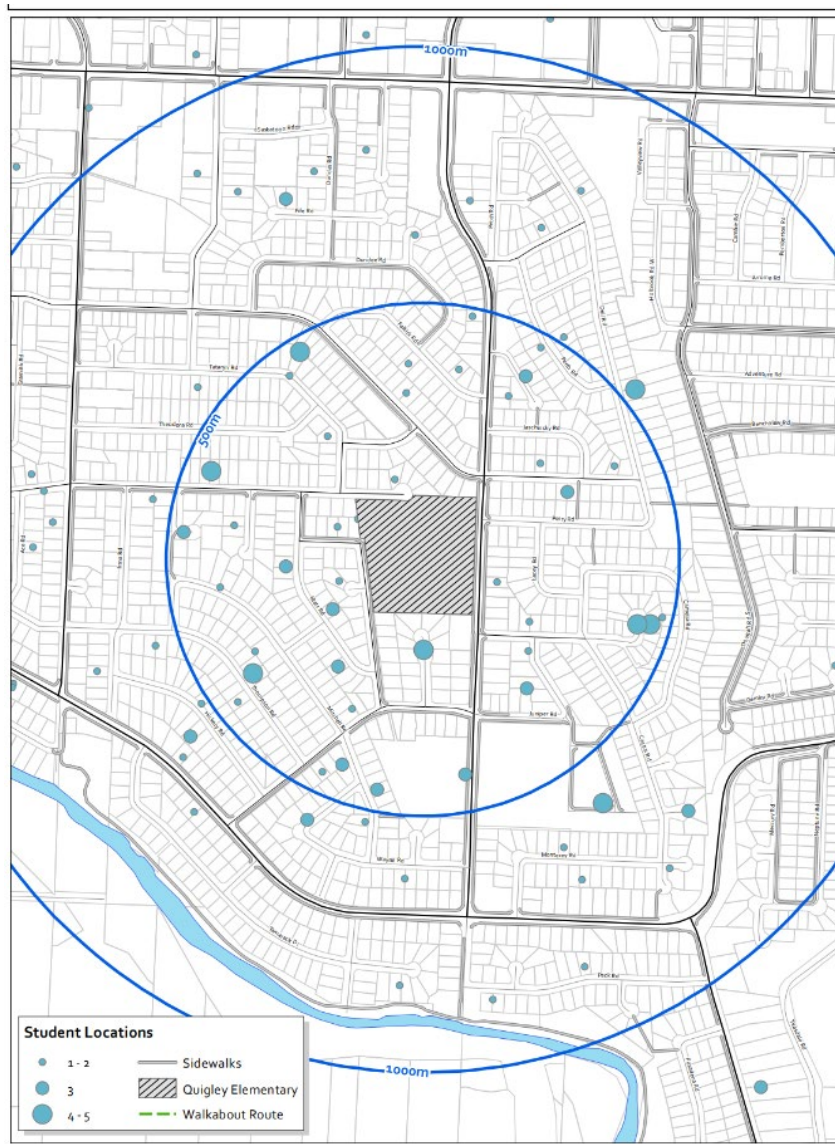


Figure 4. Students within the catchment area by postal code

- 81% of the students live within 1 km or



~16 min walking



~6 min cycling

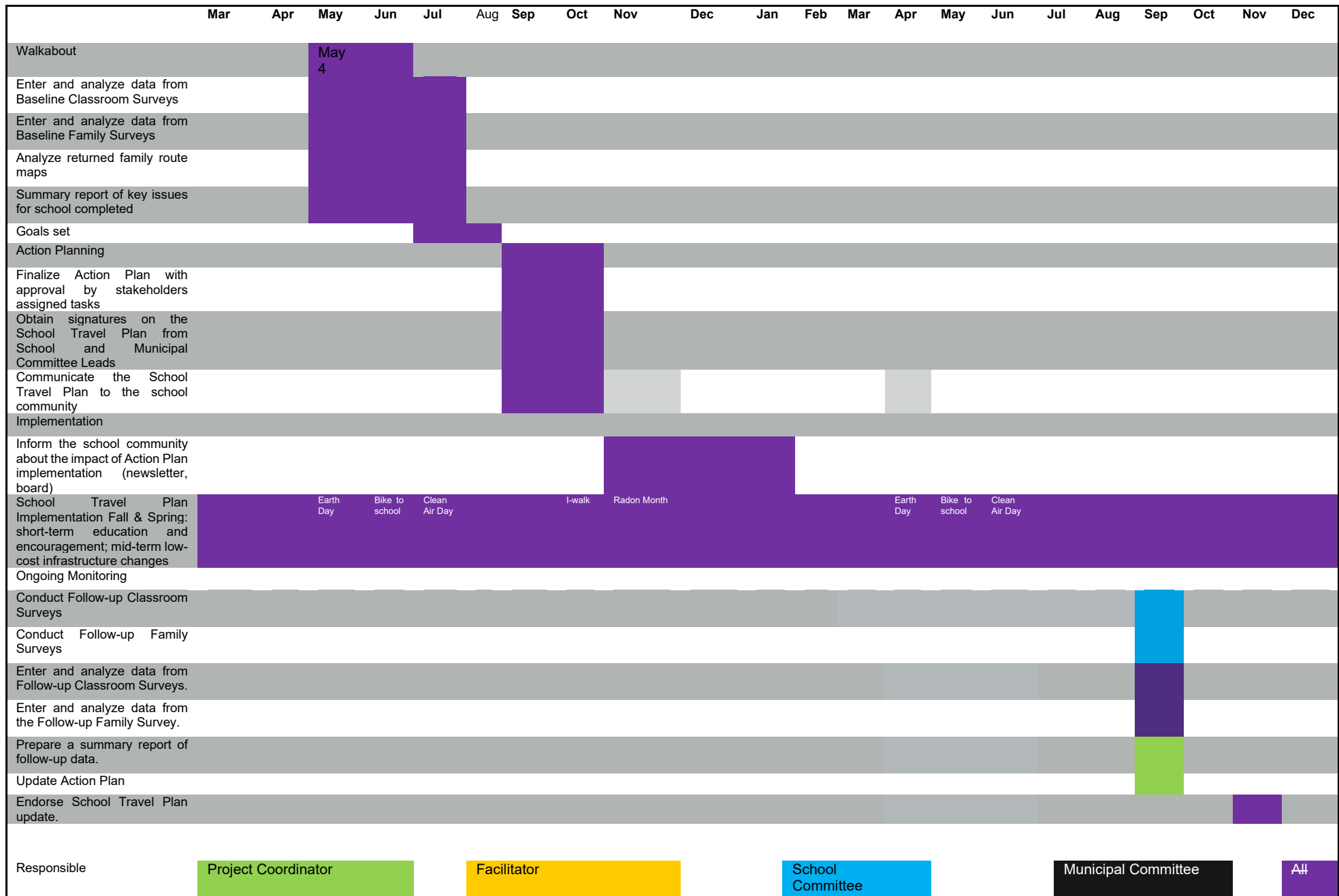


CAUTION: ArcInfo was used to calculate the distance (in meters) from multiple points to one point, in this case, to Quigley School. Distances are calculated in a straight line to the reference point. Use caution regarding walking/bike distances; it does not account for walk/cycle paths that might connect roads.

Timeline of Main Tasks

Table 2. Timeline of Main Tasks

	2022												2025											
STP/Project Timeline	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Activity																								
The Municipal Stakeholder Committee established																								
Coordinate & follow up on activities of the two committees and facilitator.																								
Schools chosen and invited.	Quigley																							
Send the School agreement to be signed	March 10																							
School STP Committees established																								
Prepare and deliver introduction presentation/documents to PAC and formalized School committee.	Feb				New sleetter																			
Prepare surveys for data collection for the STP Committee																								
Deliver online link surveys for data collection to the STP Committee.																								
School Stakeholder Committee meetings																								
School Stakeholder Committee meetings/email communication																								
Municipal Steering Committee meetings	Ongoing over the two years – approximately 2 x per year (can be combined with other meetings as appropriate) or by email																							
Project Preparation and Data Collection																								
Complete School Profile	February 9																							
Inform the school and parents about the project.																								
Prepare and submit online surveys																								
Conduct Baseline Classroom Surveys over five consecutive days		April 24-28																						
Conduct a Baseline Family Survey			April 17 to 28																					



Baseline Data Collection

Quigley has about 150 families. An [online Family survey](#) was available to parents from **April 14** to **April 28, 2023**, with reminders sent via students and the school newsletter. From April 24–28, teachers also conducted classroom "hands-up surveys" using the [ByWalkRoll poll](#).

To encourage student participation, the City of Kelowna provided:

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

The winner of the bicycle was a grade 1 student, MacKenzie Steel.



Figure 5. Facilitator Dan Glasscock delivered the bicycle.

Student Classroom Survey Findings

With the teachers' support, on average, **nine classroom surveys** per day were received, reflecting travel "TO" school. **Eighty-four percent** of the students were tracked TO school, as shown in Figure 6.

**Student Hands-up Survey:
Total Travel Mode TO School Over A Week**

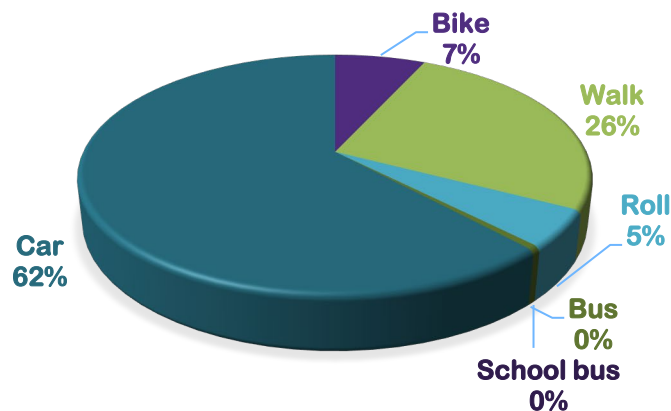


Figure 6. Total Travel Model to School over a full week- Baseline

Eighty-six percent of Quigley students, from the same nine classrooms, were tracked FROM school during one week.

**Student Hands-up Survey:
Total Travel Mode FROM School Over A Week**

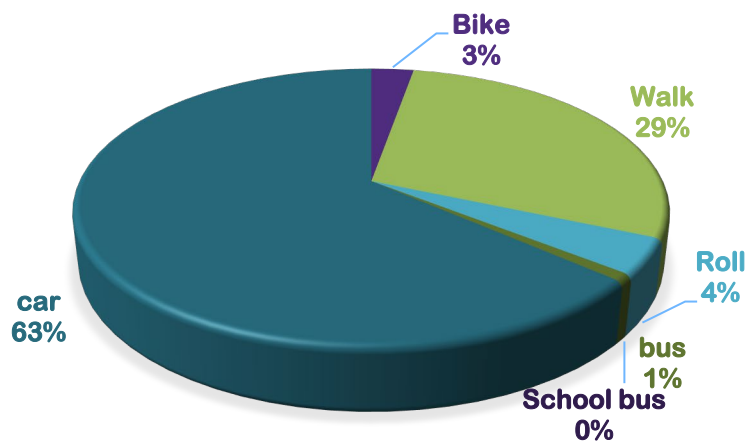


Figure 7. Total Travel Model from School over a week- Baseline

As shown in Figure 7, in the afternoon, more kids are driven "from" school (car/bus) than are driven "to" school.

Baseline Family Survey Findings

Obstacle Map

In 2023, through the online family survey map, parents identified obstacles they encountered on the way to or from school.

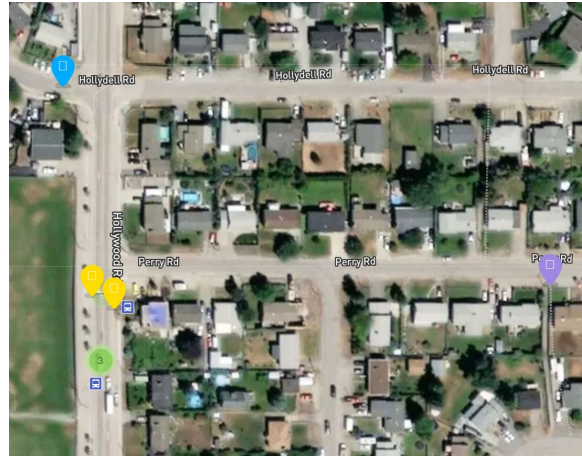


Figure 8. Issues at Perry Rd and Hollywood

- Traffic issues, including congestion and speeding.
- Vehicles drive too fast along Hollywood Road, more signs or flashing lights are needed to warn drivers that children are crossing.
- The crosswalk requires flashing lights. Drivers on Hollywood Road often ignore the school zone speed limit and fail to stop for children crossing. It feels unsafe, as many vehicles treat the road like a highway. Other elementary schools have crossing guards, cones, or volunteers with stop signs to help children cross safely and improve crosswalk visibility.
- Excessive speeding occurs along the entire length of Hollywood Road, more frequent police speed enforcement is needed.
- Cars often pull out too quickly when turning left onto Hollywood Road.
- Many homeless individuals use nearby shortcuts, which makes the area feel unsafe for children walking to school.



Figure 10. Kitch Rd @ School entrance



Figure 9. Hollywood @ Hwy 33

- Horrible traffic flow and congestion at the school entrance
- Speed bumps needed along Kitch Rd
- Busy intersection- Hwy 33



Figure 12. Quigley @ Hollywood and Kirtch Rd

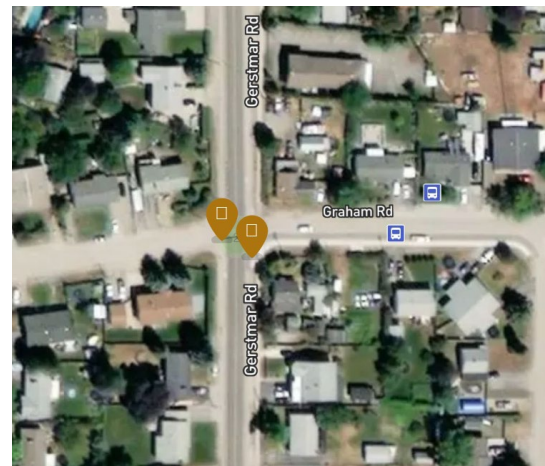


Figure 11. Gerstmar Rd @ Graham Rd

- A proper crosswalk is needed at this location. Vehicles do not stop for pedestrians waiting to cross, and the small crosswalk sign is inadequate.
- Many children walk between the three nearby schools, yet there are no marked crosswalks or amber flashing lights at this location. There have been reports of accidents involving children crossing.
- Matt Road: Some teachers, often arriving late, drive quickly along this street. Several staff members suggested that speed humps could help address this issue. Vehicles are frequently parked along both sides of the road, forcing children to walk on the roadway.
- Graham Road at Matt Road: This intersection is considered unsafe. Potential improvements include installing a raised crosswalk or a traffic circle. The intersection is wide and also serves as a drop-off area for middle school students.

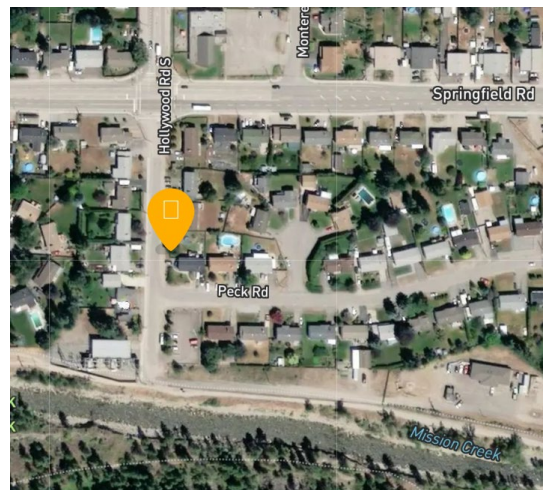


Figure 13. Hollywood @ Springfield

- A proper flashing stop light is needed to ensure vehicles from both directions stop. Cars often fail to yield at this crosswalk and pass through at high speeds, making it feel unsafe for pedestrians. The school should consider assigning volunteer teachers or traffic monitors to assist at the crosswalk during morning arrival and afternoon dismissal times. South Rutland Elementary has a similar program, with staff helping children cross safely each day. Given that many students walk to school, implementing a similar traffic monitoring system at Quigley would enhance safety.

Walkabout and Route Map

The Walkabout was performed on **May 4, 2023, from 8:00-10:30 am**. Five members from the Municipal Committee and three from the School Committee attended. The following pages show a detailed overview of the walking route and key findings. The agenda, walkabout route map, and a walkability checklist with key points to consider during the route were provided to every participant before the meeting.

The walkabout route was developed by City staff using information provided by the school committee.

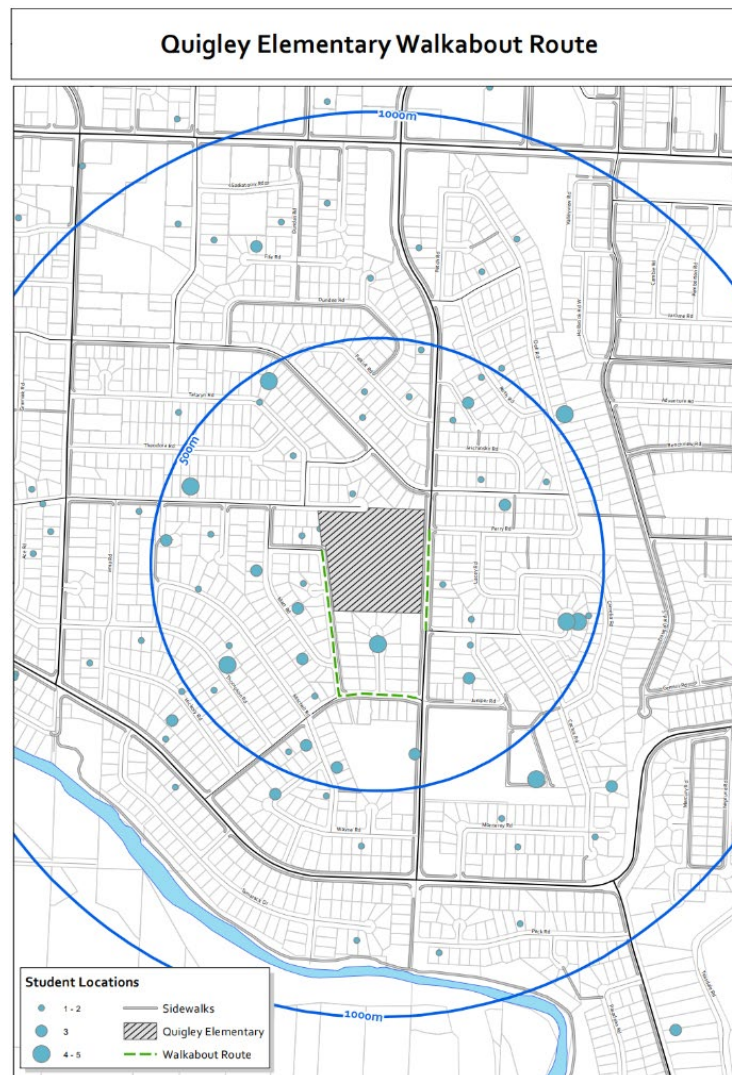


Figure 14. Quigley Walkabout Route Map

Walkabout Main Findings

Following the Walkabout, members of the Municipal and School Committees discussed the key findings and issues identified at Quigley. Attendees contributed valuable insights to inform the development of the Action Plan. An online Walkabout checklist was completed, and the following section summarizes the main findings.

Table 3. Quigley Walkabout Main Findings

The Walkability Checklist	General Findings
Is there potential for vehicle and pedestrian conflict?	Yes, the parking lot, in front of the school, behind the school on Hollywood Road. Yes, pedestrians and bikes use the same access within the parking lot as vehicles enter. Possible split-off parking lot with one area for staff parking and one place for drop off. Also, the intersection of Kitch and Quigley. There is a parking lot along the fence where some kids get picked up on Kitch Road, along Hollywood Road, where students cross the street. In the parking lot at several points, but particularly at the entrance.
How do children access the school from parked vehicles? (Do they use a crosswalk? Is one available?)	Some use the painted crosswalk, and most walk across the parking lot. Some jaywalk. Parking lot, on-road parking, small kiss and drop. Some students access from the driver's side into the parking lot. Depending on where the car is parked... but in the drop-off lane, children mostly exited the car from the driver's side and went around the front of the vehicle. Some people parked in the larger parking lot and walked with their children across the parking lot - but across the secondary drop-off area near the primary side of the school. Children coming from off-site did seem to use the designated crosswalk and sidewalks. Walk across the road and onto the school grounds, mixing with cars. It is random, with no clear and consistent drop-off points. Some parents kiss and drop, and others park in. Parking spots and others in non-designated areas.
Number and position of safety patrollers, adult, and student, if any. If they are not currently organized, are they needed?	Yes, for the back of the school. We need to consider this to help educate parents and students. There did not appear to be any safety patrollers or adults in the drop-off/parking lot area. Having adult support to run a kiss-and-drop would be very impactful for the safety of the school community. Safety patrol at the back of the school could be helpful too.
Where are the access points for students?	Needs improvement - gate at leasing building can be moved. On both ends of the schoolyard. Walking paths at the front and back of the school. Open fence gate areas: You may consider moving the fence in the gate area around to allow bikes and strollers to get through more efficiently. Several access gates make it difficult to maneuver strollers/bikes - forcing them to use the vehicle driveway entrance. In particular - of the primary sides of the school and the back door off Hollywood.
Is there a potential conflict with vehicles?	Kitch and Quigley Road - no crosswalk. There is no crosswalk in Hollywood at the Quigley Road intersection. Yes. Parking lot and parking. Speeding on Kitch and Quigley and Hollywood Rd when accessing the school from the back (faster speeds more if a liability).
How many busses, vans and special needs transportation vans/busses access the school?	No buses. Only one small ramp area from the vehicle loading zone onto the school sidewalk. Otherwise, inaccessible. Handicap signage was confusing - was it a parking space or simply an accessible drop-off area? Small vans for after-school care programs. Side streets were for residential use only.
What is the noise and pollution of traffic on surrounding streets—perceived and real	Kitch is fine, but Hollywood is quite noisy and busy. Parents idling while dropping off their kids were the most significant pollutant. Parents would get out of their cars to say goodbye, all the while having the engine running.
Timing of traffic lights?	The intersection at Springfield and Hollywood does not allow enough time to cross. The light at Springfield and Hollywood Road South is noticeably short. This can be difficult to cross. If the class goes to Mission Creek, we cannot cross the street with 40 students before the light changes. We go across this street in two groups.
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?	Yes. Some families will drop off on Quigley and Hollywood. Hollydell Park is 850m away (3 min biking). Hollywood Park is 900 m away (4 min biking).

[Check here the Online Walkabout Checklist Results.](#)

Photography record:



Figure 15. Parents/bicycles and kids walking through the main vehicle entrance.



Figure 17. Parent parking and getting out of the vehicle at an improper location.



Figure 16. No clear path or space for pedestrians to enter the property.



Figure 18. Parents and young children cutting in front of cars.



Figure 19. Handicap signage is confusing and has very faded road markings.



Figure 20. Walkway exit with no crosswalk to follow across Quigley Road



Figure 21. School and Municipal Committees



Figure 22. Overgrown bushes on the walkway



Figure 23. School zone sign but missing the 30km sign in Hollywood.



Figure 24. Inaccessible entrance to school from Hollywood Road.



Figure 25. A vehicle was left parked at the drop-off area. Another was idling for more than 5 minutes.



Figure 27. Graffiti on signage- fence along Hollywood R.

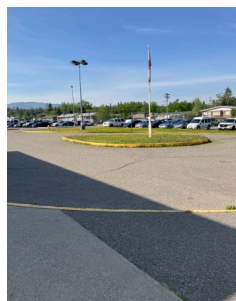


Figure 26. Parents don't use the loop and speed up through the secondary parking lot

Reducing Emissions from School Buildings

All but the most energy-efficient buildings emit gaseous pollutants such as nitrogen dioxide, particulate matter, and carbon dioxide. These emissions contribute to poor outdoor air quality and climate change, while also degrading indoor air quality. Inadequate ventilation can cause pollutants to accumulate within buildings, posing significant health risks at elevated levels.

This section identifies key sources of building-related emissions. By implementing the recommendations outlined in the Action Plan, the school can reduce pollution from building operations while potentially lowering energy costs. Furthermore, initiatives aimed at reducing emissions present an opportunity to engage and educate the school community on the importance of air quality and energy efficiency.

Where do emissions come from?

In Canada, approximately one-third ($\approx 34\%$) of the GHGs emitted by school buildings come from electricity, while nearly two-thirds ($\approx 63\%$) are due to heating-related energy use, primarily space heating ⁴. In BC schools, natural gas heating accounts for $\sim 85\text{--}90\%$ of emissions, while electricity contributes a relatively small $10\text{--}15\%$ —thanks to the province's clean hydroelectric grid. 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 (gas lawnmowers, leaf blowers, etc.)
- Other equipment, such as gas-fired water heaters

Opportunities for Emission Reduction

Understanding and managing the school's energy consumption can also help reduce emissions of pollutants. Quigley can take several actions to lower energy use and greenhouse gas (GHG) emissions, as outlined in the Action Plan. Additionally, school staff can calculate, mitigate, and track their carbon emissions using the tools below.

Carbon Calculators:

- [Count Your Carbon](#)
- [Carbon Calculator – EarthGen](#)

⁴ [Commercial/Institutional Sector Canada Table 22: Educational Services Secondary Energy Use and GHG Emissions by Energy Source | Natural Resources Canada](#)

Indoor Air Quality

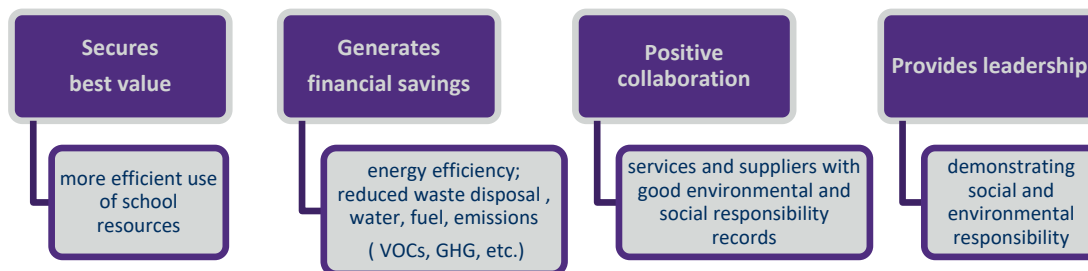
Why is indoor air quality important?

The [British Columbia Lung Foundation](#) states that Canadians spend approximately 90% of their day indoors, with about 70% of this time 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 possible causes will help you improve the quality of the air you breathe indoors.⁵ There are three primary ways to enhance indoor air quality: controlling the source, improving ventilation, and purifying the air.

SD23 and the 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](#)
- [Communicable Disease Prevention in K-12 Schools-BC](#).
- [The IAQ Fact Sheet Series](#) is designed to help individuals without a technical background understand the details of indoor air quality (IAQ), enabling them to make informed decisions about their schools' ventilation, HVAC filtration, in-room air cleaners, germicidals, electronic air cleaners, and disinfectants.
- [Radon Education for BC Youth](#). [Radon testing](#), mitigation and awareness.
- Implement a [sustainable procurement](#) policy; this helps make measurable progress towards sustainability goals, such as reducing greenhouse gas emissions, achieving zero waste, and promoting social, diversity, economic, and local responsibility.

Figure 28. Benefits of Sustainable Procurement



School Travel Planning and Clean Air Goals

Considering all data from the Family Surveys, traffic count observations, classroom surveys, and the GIS analysis, the Municipal and School Committees defined the Goals and Strategies to implement Clean Air and Safe Routes for Quigley. 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.

Action Plan

7E's approach to Sustainable Commute Planning

Experience has shown that School Travel Plans must include diverse actions from across seven categories to influence how children travel to and from school successfully⁶.

EQUITY	• Intentionally consider the needs of and impacts on all demographic groups with particular attention to ensuring safe, healthy and fair outcomes for all.
ENVIRONMENT	• Support actions that reduce transportation-related greenhouse gas emissions and vehicle pollution by increasing rates of active and sustainable transportation.
EVALUATION	• Collect data from the school community to identify and assess opportunities that improve safety and address social barriers to active and sustainable transportation.
ENGINEERING	• Enhance the built environment to improve the safety, comfort, accessibility and convenience of active and sustainable transportation.
ENFORCEMENT	Increase awareness of and compliance with traffic laws, bylaws and guidelines to improve the safety and comfort of those using active and sustainable transportation.
EDUCATION	Provide students and the school community with the knowledge, skills and awareness to use active and sustainable transportation safely and confidently.
ENCOURAGEMENT	Build capacity of the school community to use active and sustainable transportation for their commute to/from school more often

Figure 29. The 7E's approach to Sustainable School Commute Planning

⁶ [7-es-active-travel-planning-tdm-rsr-schools](#)

The Action Plan below outlines short, medium, and long-term measures within the 7Es categories. All tasks, including responsible parties and target completion dates, have been identified.

Table 4. Quigley Action Plan

Category	Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Cost
Objective 1: Improve the safety of children on the active school journey						
Education	Pedestrian and bike safety presentations	Seek road safety curriculum resources for classroom teaching. ICBC road safety teaching resources: Road safety (icbc.com)	STP facilitator-delivers presentation School Committee-set up a date	Fall 2023	Spring/Fall Every two years or when requested	No cost
Education	Parent role-modelling messaging	Provide messages for use in school and parent communications Parents as Role Models - SCAN of Northern Virginia (scanva.org)	School Committee-share information through a newsletter	Fall 2023	Year-round	No cost
Education Enforcement	Road safety/personal safety presentation	School-wide assembly combined presentations from STP facilitator & Street Crime School-wide assembly combined presentations from STP facilitator & Street Crime Unit - School Resource Officer, RCMP Contact community police to present at an assembly <ul style="list-style-type: none"> Road safety for your kids (icbc.com) Contact B.C. RCMP - Speed Watch (rcmp-grc.gc.ca) Resources available for teachers and parents at KidSmartz (missingkids.org) RDCO Air Quality Safe Walk to School video.	STP facilitator and RCMP- will deliver the presentation (in person-virtual) School committee-help set up a date	Fall 2023	Spring/Fall Every two years or when requested	\$
Enforcement	School speed zone awareness	Seek road safety curriculum resources for classroom teaching. ICBC road safety teaching resources: For educators , Teach road safety 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	\$
Encouragement	Implement a Student Valet Service	The Student Valet Program operates each morning in the student drop-off loop supervised by staff members. The student valets are in 5 th -6 th grade. They dress in high-visibility vests and 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	
Engineering Environment	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: <ol style="list-style-type: none"> Address (or pin on the map) the problem location 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	\$
Engineering	Traffic Signal Timing	Review nearby traffic signal timing at Springfield & Hollywood. Investigate if additional walk time can be added.	City of Kelowna	2023	2023	\$ Low
Engineering	School Site Improvements	Consider site improvements - Kiss& Drop signage/markings, parking lot reconfiguration, fencing between playground and parking, additional/improved gateways and access points, the accessible pathway from sidewalk to the front entrance, accessible entrance at field access, others TBD	School Administration/SD23 /City of Kelowna	2024	2024	\$ Low - High

Category	Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Cost
Engineering	Crosswalks and Pedestrian Improvements	Review candidacy for pedestrian-activated flashers on Hollywood Road, crosswalk markings at other locations such as Quigley & Kitch, and additional sidewalks to complete network gaps, as well as traffic calming curbs and curb extensions, at critical locations and routes to the school. Consider potential traffic calming strategies, as warranted.	City of Kelowna	2024	2024	\$ Medium-high
Engineering	Cycling improvements	Review area for bike lane candidacy and other signs and markings such as sharrows. Review routes in the area for the neighbourhood bikeway program.	City of Kelowna	2024	2024	\$ Medium
Engineering	Road marking improvements	Evaluate critical locations that may benefit from additional or repainted lane and road markings.	City of Kelowna	2024	2024	\$ Low - Medium
Engineering	Traffic Calming	Review potential traffic calming strategies such as traffic calming curbs, delineator posts, speed humps, etc.	City of Kelowna	2024	2024	\$ Medium-high
Engineering Enforcement	Parking and driving behaviour	Review roadway design, on-street parking configuration, and signage. Consider physical protection at critical locations such as crosswalks	City of Kelowna	2024	2024	\$ Low - Medium
Engineering	Signage	Review signage in the area and replace damaged or missing signs. Install additional signage where required. Review school zone signage on Hollywood Rd.	SD23/City of Kelowna	2024	2024	\$ Low
Education	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	No cost
Education	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 the environmental and health benefits of active travel.						
Education Encouragement Environment	Provide a Cleaner Air 4 School Program	<p>The Cleaner Air 4 School program is available in the Resources section at Kelowna.ca/airquality. The lesson will be delivered to grades 3-6 by the teachers.</p> <ul style="list-style-type: none"> 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 <p>The school participates in an Anti-Idling Reduction Program Campaign.</p> <ul style="list-style-type: none"> Share Don't Sit Idly By: An Air Quality Initiative by RDCO 	Air Quality/School Committee	March of every year (Earth Day)	June of every year to 3 rd grade.	No cost
Encouragement Environment	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 create any extra signs.	School Committee -	Spring 2024	Spring 2024	\$
	Have physical activity benefits messaging in newsletters/Health presentations.	<p>Review information on the Public Health Agency of Canada website.</p> <ul style="list-style-type: none"> http://www.interiorhealth.ca/YourHealth/SchoolHealth/HealthPromotion/Pages/default.aspx http://www.interiorhealth.ca/sites/Partners/SchoolDistricts/Pages/HealthPromotionResources.aspx Online Action School (actionschoolsbc.ca) <p>Create a weight-inclusive environment weight-bias-and-stigma-in-schools.pdf</p>	School Committee-share information through newsletters	Monthly	Ongoing	No Cost
Objective 3: To encourage more students to walk to school						
Encouragement	Drop & Go / Walk a Block or Two	<p>Identify suitable locations for students to be dropped off outside the school zone.</p> <ul style="list-style-type: none"> Best route to school map Back to School - BusReady 	School Committee with support of STP facilitator	Summer 2023	Summer 2023	\$ No Cost
Encouragement	Buddy Scheme	Set up a scheme to encourage students to walk and cycle with others	School Committee STP facilitator	TBD	TBD	

Category	Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Cost
Encouragement	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. Walking School Bus - Society for Children and Youth of BC	School Committee STP facilitator	TBD	TBD	
Encouragement	Walking Competition	Set up a walking competition for 1-2 weeks (March-June). 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 ₂ O Aquatic Centre for one winning class. <ul style="list-style-type: none"> The school committee pays for class transportation to H₂O. ParticipACTION - Home ParticipACTION (challenges and prizes) How to set up a Walking competition- School Resources at Air quality City of Kelowna 	Parents Council with support of STP facilitator- School Committee	Spring 2024	Every Spring	Online pedometers
Encouragement	IWALK (International Walk to School Month)	Organize a Walk to School Week- <ul style="list-style-type: none"> How to set up a Walking competition- School Resources at Air quality City of Kelowna 	School Committee	2023 - October	Every year	\$
Education Encouragement	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) <ul style="list-style-type: none"> Organize bike skills development sessions through the Elevation Bikes program. GoByBike BC – Bike it. You'll Love it. 	School Administration	Fall 2023	Every Spring and Fall	\$
Encouragement Environment	Celebration	Organize a community walk to school on Earth Day; <ul style="list-style-type: none"> How to set up a Walking competition- School Resources at Air quality City of Kelowna 	School Committee	April 22, 2024	Every year	
Encouragement Environment	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	1 st week June 2024		
Encouragement Environment	Carpool month	Promote Carpooling as a simple way for individuals to participate in the climate change challenge while saving money, reducing congestion, and conserving energy. Communicate in the monthly newsletter for families and staff) Resources: <ul style="list-style-type: none"> Free Carpool and Rideshare Listings (carpoolworld.com) Carpooling Software for Schools (carpoolworld.com) Carpooling and Car Sharing - Province of British Columbia Rideshare in Kelowna (shareyourride.net) 	School Committee	October 2023	Every year	
Encouragement Environment	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 <ul style="list-style-type: none"> Air Quality Monitor. Okanagan Regional Library BiblioCommons Digital Radon Detector Kit Okanagan Regional Library BiblioCommons 	School Committee- share information through newsletters	1 st week June 2024	Every year	
Objective 4: To facilitate safe bicycling to and from school						
Engineering	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). Bike theft is on the rise - Don't be a victim, register your bike. 529 Garage	SD23/ School Committee	Depending on priority with other projects	TBD	\$ need to review with the school
Objective 5: Reducing Emissions from School Buildings						
Environment	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		\$

Category	Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Cost
Engineering	Reducing Energy Demand & Improving Building Efficiency	<ul style="list-style-type: none"> • 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) . Carbon Calculators: <ul style="list-style-type: none"> • Count Your Carbon: Calculate, Reduce, and Track School Carbon Emissions. • Carbon Calculator – EarthGen: Identify opportunities to reduce the carbon footprint of the school community. 	SD23	Ongoing		\$
Engineering Environment	Investigate Opportunities for Renewable Energy Provision	<ul style="list-style-type: none"> • 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		
Environment	Reducing Emissions from Procurement	<ul style="list-style-type: none"> • 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		\$
Education Environment	Test for radon gas and ensure the lowest levels are reasonably achievable, with all space below the Canadian Guideline of 200 Bq/m ³	<p>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.</p> <ul style="list-style-type: none"> • Implement interim and permanent radon reduction measures in areas of concern, particularly in regions with high radon levels. • Test buildings per the Health Canada Guide for Radon Measurements in Public Buildings, Workplaces, Schools, Day Cares, Hospitals, Care Facilities, Correctional Centres • Include radon in general building oversight, maintenance, and data collection. Obtain a portable radon monitor and routinely check buildings under different seasons, as well as after HVAC and energy efficiency adjustments following significant indoor renovations or equipment alterations. • Be transparent with radon test results to staff and parents and provide promotional material encouraging them to test their indoor environments. • Educate students about radon, health effects and testing. <p>- Resources available:</p> <ul style="list-style-type: none"> 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	School Screening results	Retest every 5 years	
Objective 6: To monitor the effectiveness of initiatives and revise the School Travel Plan annually						
Evaluation	Monitor transportation mode	Conduct Follow-up Classroom Survey	Air Quality/ School Committee	Spring 2025	Fall 2025	
Evaluation	Monitor behaviour changes	Conduct Follow-up Family Survey	Air Quality/ School Committee	Spring 2025	Fall 2025	\$
Evaluation	Report on the implementation of STP and initiatives	Follow-up on 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 2025	Fall 2025	\$
Evaluation	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 2025	Fall 2025	\$

Follow-up activities 2023-2025

Potential infrastructure improvements by SD23

During the walkabout on May 4, 2023, opportunities for improvement within the school's site were identified. In spring 2024, City of Kelowna staff provided potential on-site suggestions for SD23's consideration. Final decisions on whether to proceed with these suggestions remain at the discretion of the school administration.

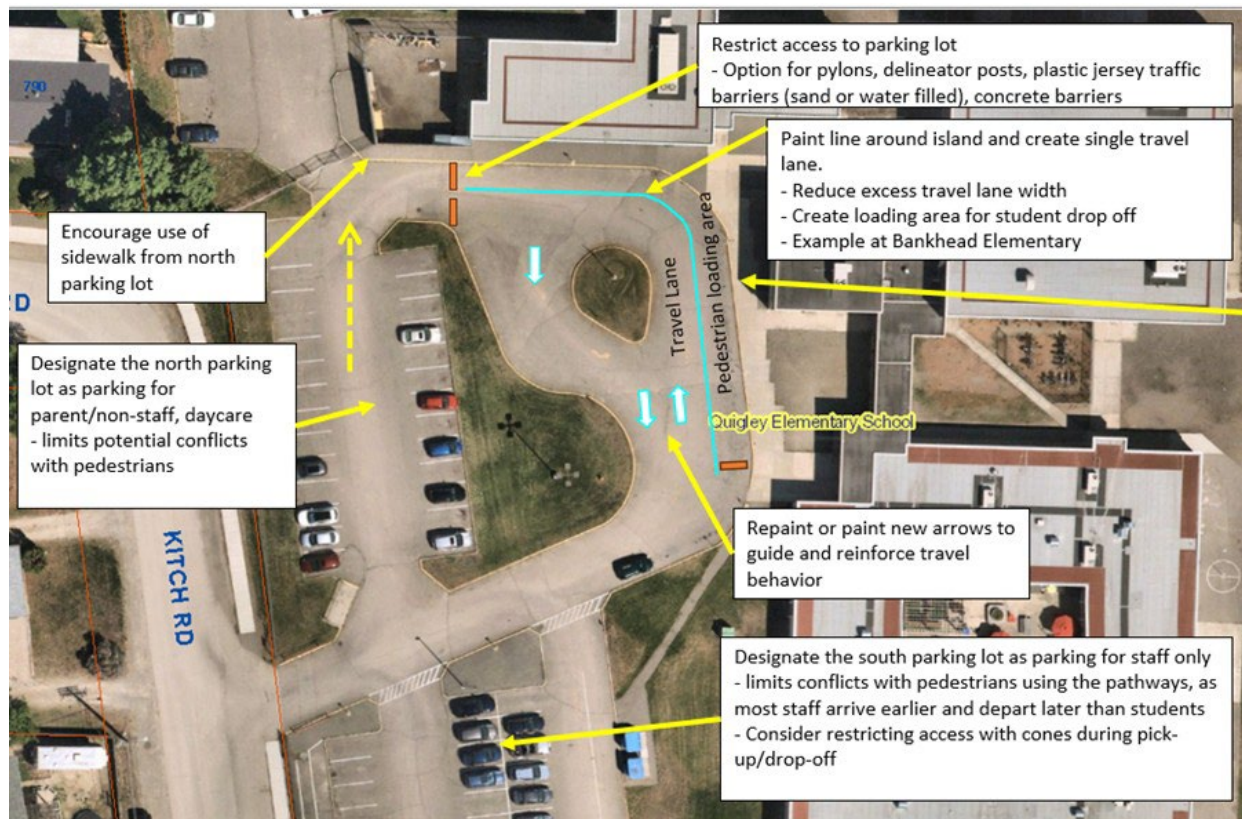


Figure 30. Kiss & Drop and parking improvements

Signage improvements



Consider installing KISS & Drop signage, parking restriction signage, bus loading only signage etc., where required
- Reinforce the KISS & Drop area and that parking is not permitted

Bankhead Elementary Example:



Fence adjustments

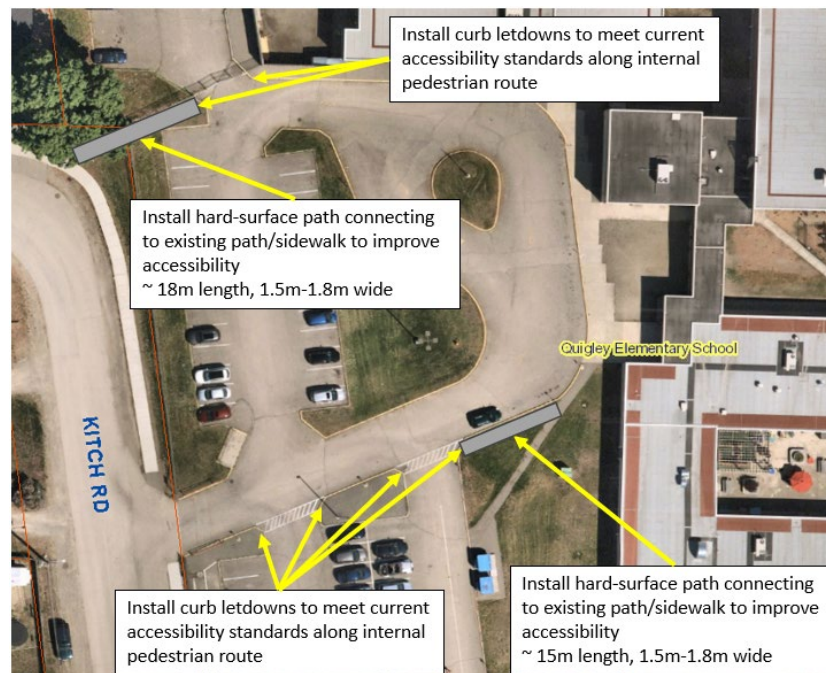


Figure 31. Sidewalk/pathway& accessibility Improvements

Basketball court improvements



Infrastructure improvements by the City of Kelowna

Summer 2024

Two areas were improved over the summer of 2024. They included the school's main entrance driveway on Kitch Rd and the crosswalk accessing the school's rear field at the Perry Rd & Hollywood Rd intersection. Further details are provided below.

Quigley Elementary School Driveway on Kitch Rd

The main entrance to the school received curb extensions and a new crosswalk. These works aimed to improve sightlines at the driveway for pedestrians and motorists, slow down vehicle movements entering and exiting the school, narrow the wide road surface, and provide a crossing point for pedestrians arriving from the west side of the street. U-Turn restriction signage was also installed within the school zone.

Perry Rd & Hollywood Rd Crosswalk

The existing crosswalk was upgraded to include pedestrian-actuated flashing beacons, curb letdowns with tactile warning strips and a new stop bar and centerline on the side street – Perry Rd. This location is used as one of the pick-up/drop-off points for the school.



Figure 33. Quigley driveway on Kitch Rd. New curb extension and crosswalk.

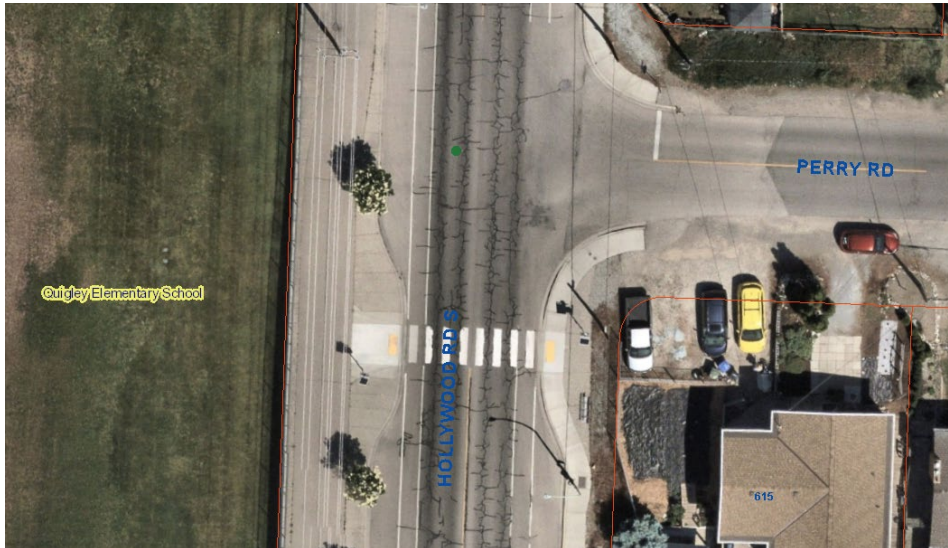


Figure 32. Perry Rd & Hollywood Rd crosswalk.

New letdowns with tactile warning strips and pedestrian-actuated flashing beacons.

Summer 2025

A third location at Quigley Rd & Kitch Rd was planned for improvement but was unable to complete the design in time for construction in 2024. Therefore, this project was postponed until Summer 2025. The Hollydell Traffic Calming project was also implemented in this area on Kitch Rd in Spring 2025. Additional details about these projects are listed below.

Quigley Rd & Kitch Rd Curb Extensions

As part of the traffic calming efforts surrounding the school, this intersection received curb extensions on both sides of Quigley Rd to narrow the excessive road width and manage speeds. A crosswalk was also included to connect the sidewalk and walkway on the south side to the sidewalk on Kitch Rd, leading to the school.

Kitch Rd Speed Humps

Although not part of the Safe Routes project, the Hollydell Traffic Calming project added three speed humps along Kitch Rd/Brian Rd fronting the school. This work was performed through collaboration with the Quigley Safe Routes project and SD23.

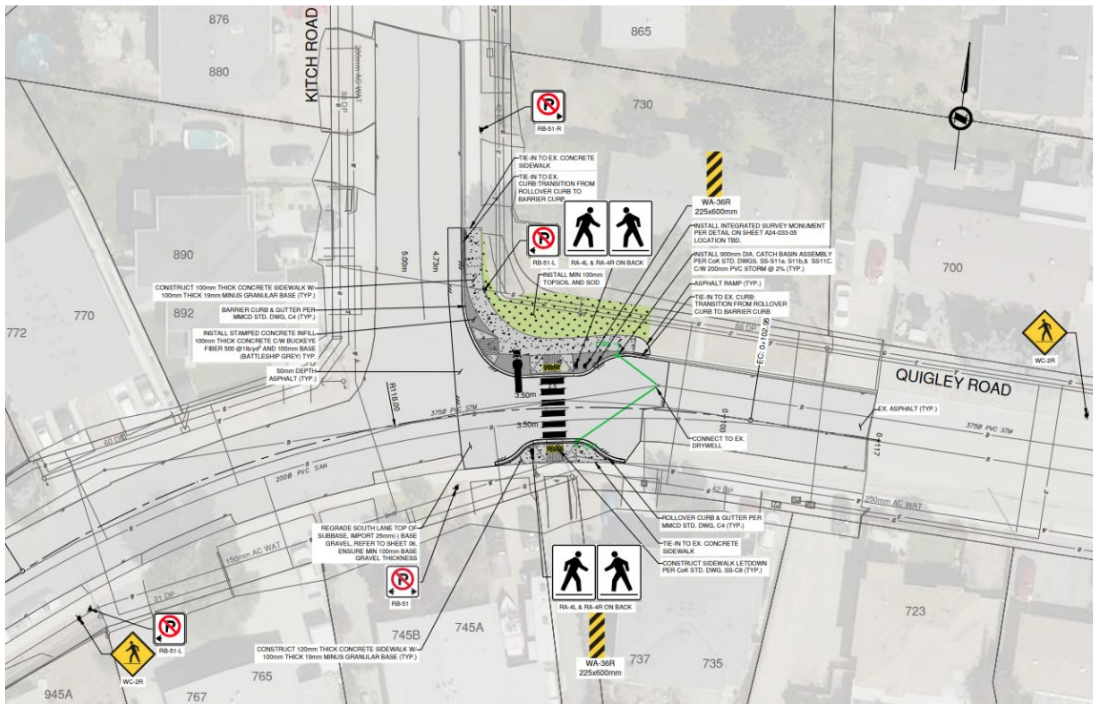


Figure 34. Quigley Rd & Kitch Rd curb extensions and crosswalk design.



Figure 35. Kitch Rd speed humps.



Figure 36. Quigley Rd & Kitch Rd crosswalk under construction

The Safe Route to School Map

City staff collaborated with the school committee to create the Best Route to School map in 2023. The routes were traced based on the available infrastructure and the feedback received through the "obstacle map" exercise from the Family surveys. The school committee helped localize possible "Park and Walk stations" and provided comments and suggestions to clarify the map to the school community. The map was revised in 2025.

The map can be found in Appendix 3, and the latest version can be found at [Safe routes 4 schools - Regional District of Central Okanagan](#).

Traffic Count Data

Baseline

Traffic count data is available at numerous locations near Quigley Elementary. It consists of peak-hour turning movement counts (TMCs) at intersections, week-long 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 Quigley analysis:

- Quigley Rd & Timrick Ct
- Juniper Rd & Hollywood Rd S
- White Rd & Hollywood Rd S
- Perry Rd & Hollywood Rd S
- Graham Rd & Gerstmar Rd
- Cornwall Rd & Ziprick Rd
- Baron Rd & Ziprick Rd
- Renfrew Rd, Woods Rd, Terai Rd
- Quigley Rd
- Additional locations to be determined as part of the walkabout and Obstacle Identification Map
- Additional locations are planned for data collection later in 2023 as part of a traffic calming study, including Kitch Rd, Matt Rd, Graham Rd, and others.

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:

- Kitch Rd
 - Data collection is planned for later in 2023.
- Perry Rd & Hollywood Rd and White Rd & Hollywood Rd
 - Hollywood Rd weekday average daily traffic volume = 8200 veh
 - Average of 13 pedestrians/hr using the crosswalk at White Rd
 - Average of 24 pedestrians/hr using the crosswalk at Perry Rd
 - The figure below displays crossing activity in a graph.
- Quigley Rd - Weekday data
 - Average speed = 39 kph
 - 85% of drivers travel at 48 kph or less.
 - Weekday average daily traffic volume = 1400 veh

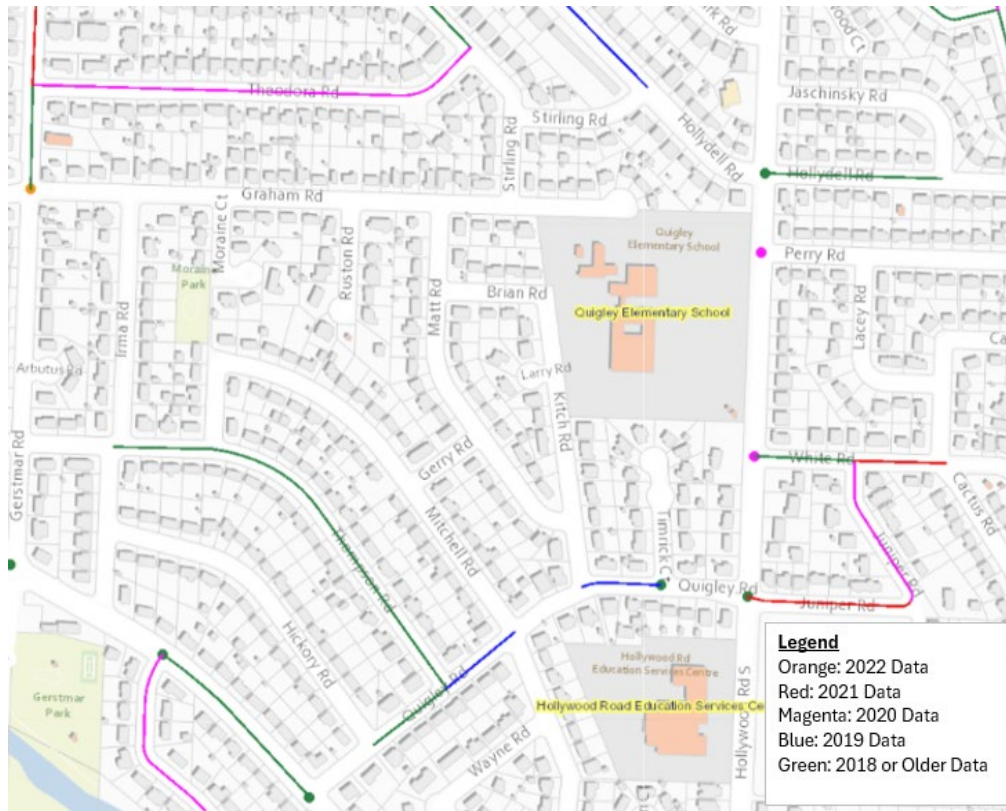


Figure 37. Overview of the area. Coloured dots and lines indicate vehicle and pedestrian traffic data.

Peak Hour Pedestrian Volume Hollywood Rd Crosswalks

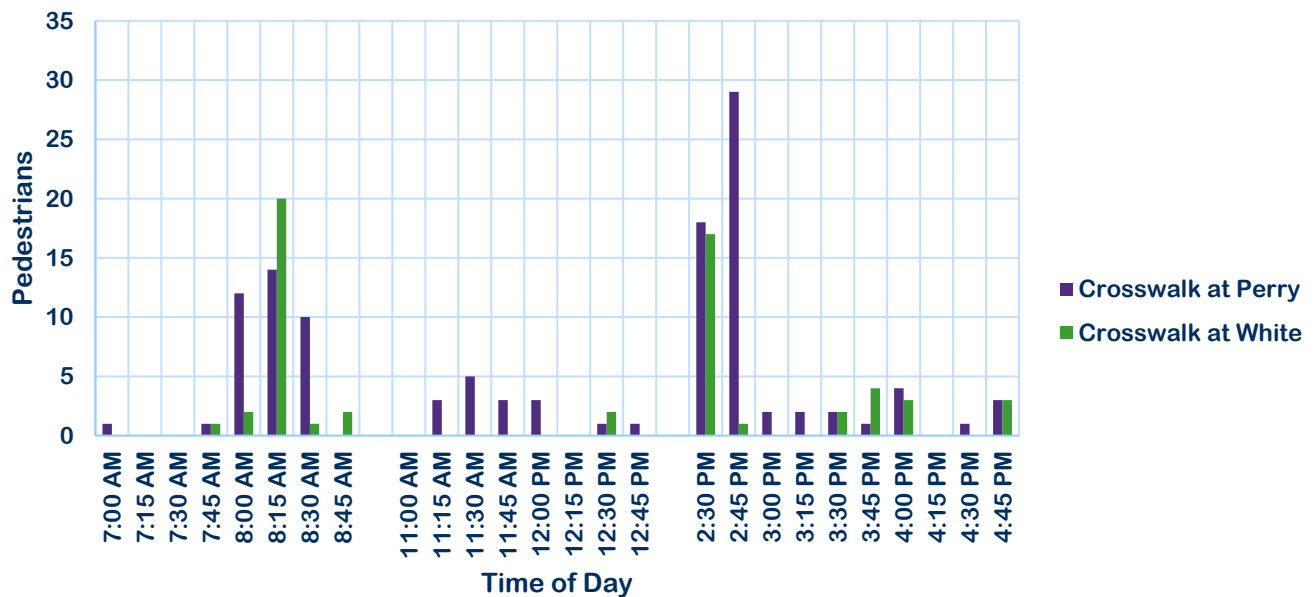


Figure 38. Pedestrian volume crossing Hollywood Rd at Perry Rd and White Rd.

Follow-Up Traffic Count Data

In parallel with the Safe Routes project, the Hollydell neighbourhood traffic calming project is currently underway. Planned improvements in the surrounding area include speed humps, lane narrowing, and a traffic circle.

Because follow-up data collection is anticipated for the Hollydell project, post-project data collection for the Safe Routes improvements will focus on the 2025 upgrades at Quigley Rd & Kitch Rd intersection, which was not significantly impacted by the traffic calming measures.

New Traffic Data Comparison: Baseline vs Follow-Up

A key part of the overall project included new curb extensions and a crosswalk at the Quigley Rd & Kitch Rd intersection, south of the school. Traffic data was collected before and after the project was completed, as summarized below.

2023 Quigley Rd & Kitch Rd Intersection (Before Curb Extension and Crosswalk Project)

- Average Daily Traffic on Kitch Rd = 1000 vehicles
- Average Daily Traffic on Quigley Rd = 1400 vehicles
- Average Pedestrian Crossing Volume on Quigley Rd = 4 pedestrians/peak hour
- 85th % speed on Quigley Rd (recorded east of the intersection) = 47.9 kph

2025 Quigley Rd & Kitch Rd Intersection – 2023 (After Curb Extension and Crosswalk Project)

- Average Daily Traffic on Kitch Rd = 1000 vehicles
- Average Daily Traffic on Quigley Rd = 1400 vehicles
- Average Pedestrian Crossing Volume on Quigley Rd = 9 pedestrians/peak hour
- 85th % speed on Quigley Rd (recorded east of the intersection) = 49.0 kph

The data indicates that traffic volumes remained consistent from 2023 to 2025, which is typical for residential neighbourhoods without significant changes. However, following the installation of the crosswalk and curb extensions, pedestrian activity increased noticeably, with **average volumes more than doubling** after project completion. Although the 85th percentile speed on Quigley Road did not decrease, it remained at 49 km/h, which is below the posted 50 km/h limit and indicates satisfactory operating conditions. The curb extensions have enhanced pedestrian visibility and provided motorists with additional reaction time, improving overall safety.

School GHG Emissions by Transportation

Considering the classroom and family data and some average statistics, the Greenhouse gases (GHG) were estimated for Quigley School, considering the following:

- The postal codes of 237 students attending Quigley.
- Based on the classroom survey (2023), an average of 63.4% of the kids are driven to and from school (driven + bus) and 36.6% walk and/or bike/other.
- The emission factor of 0.2296 KgCO₂/km – "[Average Emissions](#) and Fuel Consumption for Passenger Cars"

Description	GHG (Tonnes/year)
Baseline (2023): Quigley School GHG emissions due to kids being driven to and from school. Average 63.4% (driven + bus+ school bus)	30
GHG could be saved if reaching the rest of the students who live within walking/ short bike distance (1.0km or less).	33
GHG already being saved; Baseline (2023): 36.6% of the students walk, bike, and roll to and from school.	12
GHG saved: Follow-up (2025): 32.4% of students walk, bike, or roll to and from school.	10
GHG could be saved if 100% of parents do not idle (considering 150 families).	22.6

The school has seen a **decline in active transportation**, falling from 36.6% in 2023 to 32.4% in 2025. This reduction in walking, biking, and rolling is resulting in an estimated **1.4 tonnes** of additional greenhouse gas (GHG) emissions per year.

Every tonne of CO₂ matters!

In addition to the GHG emission reduction from those who can bike or walk to school because they live nearby (less than 1.0 km), the school is encouraged to keep raising idling awareness campaigns to achieve the potential results below:

- At least 150 families are attending Quigley in 2025. Considering 66% of students are driven to and from school (car), it is estimated that 99 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.
- Emission factor-2.3 Kg CO₂/litre and cost of fuel 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, **\$108** in fuel costs, and contribute to the reduction of **151 kg** of GHG emissions annually.
- As a school community the CO₂ and fuel reductions could be:

	If 150 families don't idle (6 min/day)	If 99 families that usually drop off the kids don't idle (6 min/day)
Fuel savings L/year	9,855	6,504
CO ₂ savings (Kg/year)	22,667	14,960
Cost savings (\$/year)	\$16,192	\$10,687

School resources are available on the [City of Kelowna](#) website. Parents and staff can explore this [interactive story map](#) to learn more about idling and utilize the [Idling Fuel and Money Estimator](#) to discover how much fuel and money can be saved.

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.rdc0.com/airquality.

School Committee Activities

Fall 2023

To gain insights into how to curb idling behaviour, the RDCO invited two schools within SD23 to participate in a new Idling Reduction Program. Quigley was one of the participating schools in the [Pollution Pit Stop Idling Awareness Campaign](#) for two weeks during the Fall of 2023.

Pollution Pit Stop aims to understand how the school community feels about idling, current idling habits and whether there is a willingness to change. As part of this work, we asked parents, staff, or caregivers to complete two separate surveys over one month.

A couple of banners were displayed around the school fences for two weeks. The Air Quality program provided 190 idling awareness packages to all families, staff and regular school buses and vans. The idling package includes City of [Kelowna postcards](#), [RDCO postcards](#), [stickers](#) and [decals](#).

A pizza lunch was offered as prize for [Pit Stop Pledge](#) competition. Two Kindergarten classes enjoyed a pizza lunch on January 17, 2024.

The [Idling Reduction Behavioural Insights Report](#) helped us better understand how to reduce unnecessary idling and improve air quality in our community.



Figure 39. Idling Awareness Banner

Art Contest 2025

As part of ongoing efforts to improve and address the unique traffic safety challenges around the school, an Art Contest was completed with the support of city staff and the school. In September 2025, enthusiastic Grade 1 to grade 5 students participated with 156 drawings. A group of City staff voted on the top six drawings.

The digital images were colour scanned, printed on vinyl, and mounted (signs size 20 in x18 in). The school installed the signs around the school fences. The winners are below.



Figure 40. Art Contest Winners

Follow-up Classroom Survey results: 2023-2025

Quigley teachers surveyed 9 classrooms over the week of **April 14 until 28, 2023**, reflecting travel "TO" school of **thirty-two percent** of the students.

The results below reflect changes in the transportation mode share "To" and "From" school, considering confidence level and margins of error. In September 2025, ten classrooms completed the "to" survey, accounting for 48% of the students at Quigley Elementary.

It is important to note that the Follow-up surveys were conducted during the Fall, while the Baseline was established in the Spring. Seasonal differences can influence travel patterns and may account for some of the variation observed in the data.

Quigley Elementary	Baseline April 2023 To School	Follow-up September 2025 To School
Population size (expected number of trips tracked TO school over 5 days)	234x5=1,170	256x5=1,280
Number of respondents (actual trips TO school tracked over 5 days)	380	599
Confidence level	95%	95%
Margin of error	4.1%	2.9%

The figure below compares the travel mode before and after the implementation of the School Travel Plan.

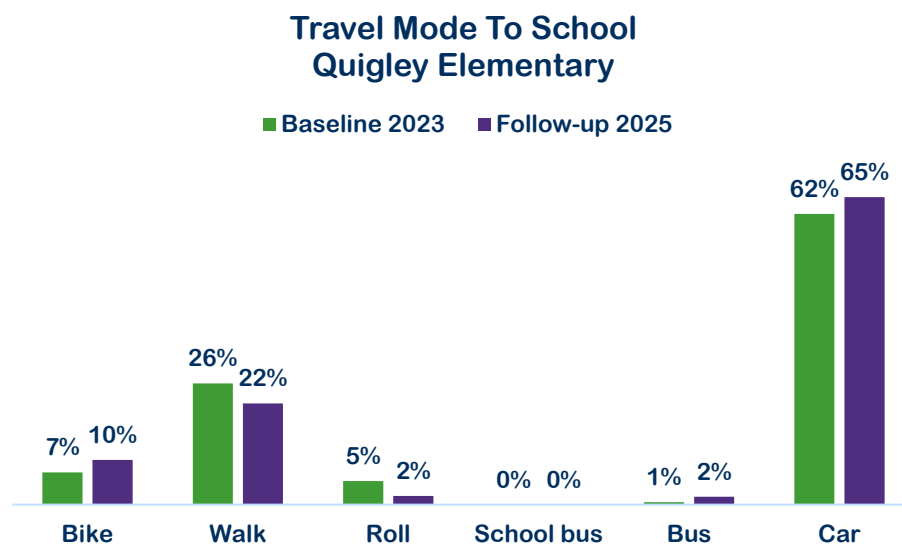


Figure 41. Travel Mode To School- Follow-up 2025

Before implementing the School Travel Plan, data shows, with a margin of error of $\pm 4.1\%$ and 95% confidence level, that 58% to 66% of the kids travelled "To" school by car in 2023.

Following the implementation of the School Travel plan, data indicate, with a margin of error of $\pm 2.9\%$ and a 95% confidence level, that 63% to 68% of the kids travel to school by car. That means, on average, 3.6% more kids travel To" school by car in that week of 2025.

Quigley Elementary	Baseline 2023 From School	Follow-up 2025 From School
Population size (expected number of trips tracked TO school over 5 days)	234x5=1,170	256x5=1,280
Number of respondents (actual trips TO school tracked over 5 days)	362	609
Confidence level	95%	95%
Margin of error	4.3%	2.9%

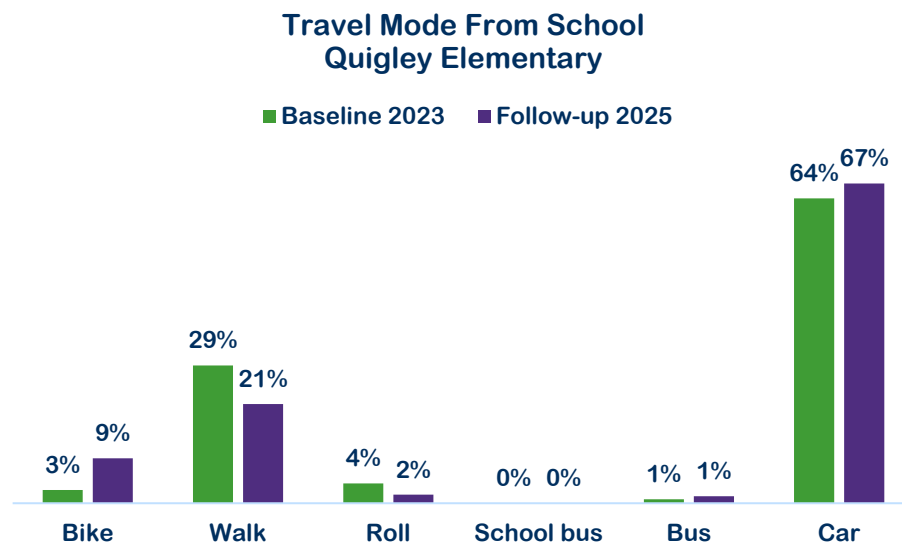


Figure 42. Travel Mode From School- Follow-up 2025

Before implementing the School Travel Plan, data shows, with a margin of error of $\pm 4.3\%$ and 95% confidence level, that 59% to 68% of the kids travelled "From" school by car in 2023.

Following the implementation of the School Travel plan, data indicate, with a margin of error of $\pm 2.9\%$ and a 95% confidence level, that 64% to 70% of the kids travel to school by car. That means, on average, 3.1% more kids travel To" school by car in that week of 2025.

On average, after the school travel plan implementation, 3.4% more kids travel by car "To" and "From" school.

Follow-up Family Survey: 2023-2025

In 2023, one hundred and eighteen family surveys were received out of 150 families, which means 79% of Quigley School families provided insightful information to help us understand the issues and barriers that prevent students from using active transportation.

In 2025, the school community included approximately 150 families. Through the online [School Travel Planning program](#) survey, we received just 20 responses, representing a **13% parent participation rate**. Additional feedback from parents can be found in Appendix 2.

Due to the minimal number of follow-up family surveys received, **data samples were not large enough to reflect improvements related to barriers, real or perceived, "To" and "From" school**. Nevertheless, a comparison between the limited baseline and follow-up data is presented, considering confidence levels and margins of error below.

	Baseline- 2023	Follow-up-2025
School population (number of families)	150	150
Number of respondents (surveys received)	118	20
Confidence level	95%	95%
Margin of error	4.18%	20.47%

Did you complete the baseline survey A few years ago?

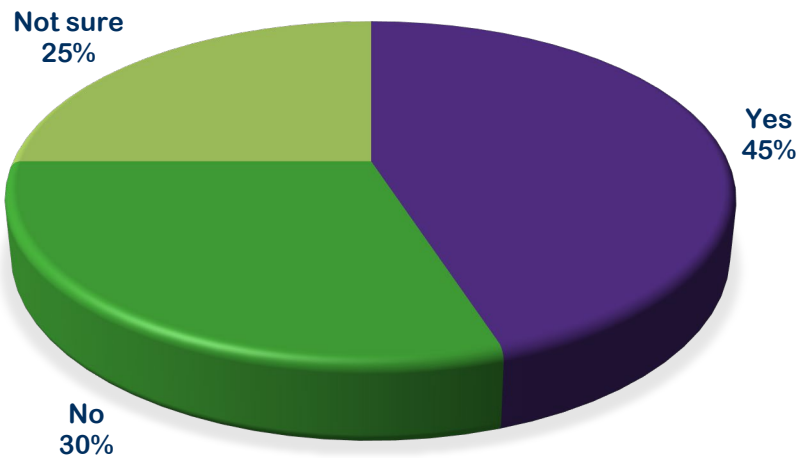


Figure 43. Did you complete the baseline survey a few years ago?

How does your child usually get TO school?

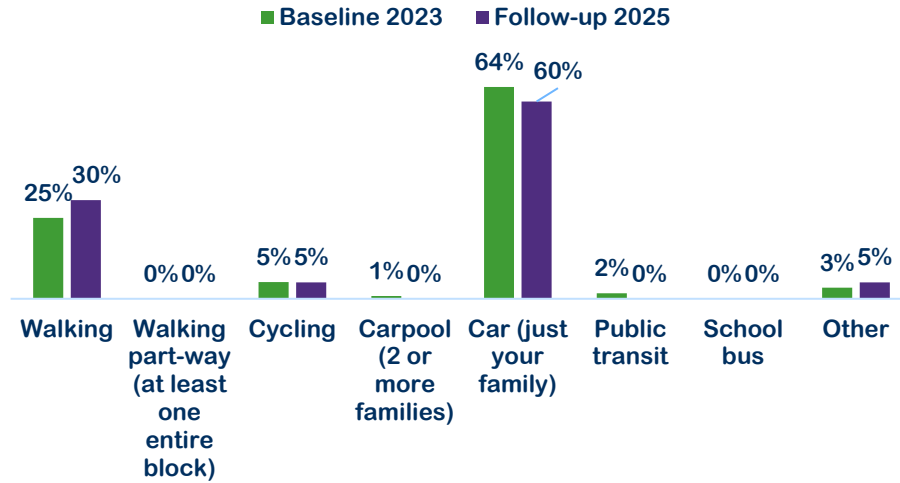


Figure 44. How does your child get To school?- Follow-up

Other: Walk or drive, pick up and drop off, Walk, scooter or bike with his older brother, who goes to SMS. Do not believe the crosswalk at White Road is safe. I have personally witnessed a child being hit (not hurt) by a vehicle at the crosswalk. One way Car and come back home on foot. 3 days a week, I park and rollerblade. 2 days a week I drive the kids to school.

How does your child usually get FROM school?

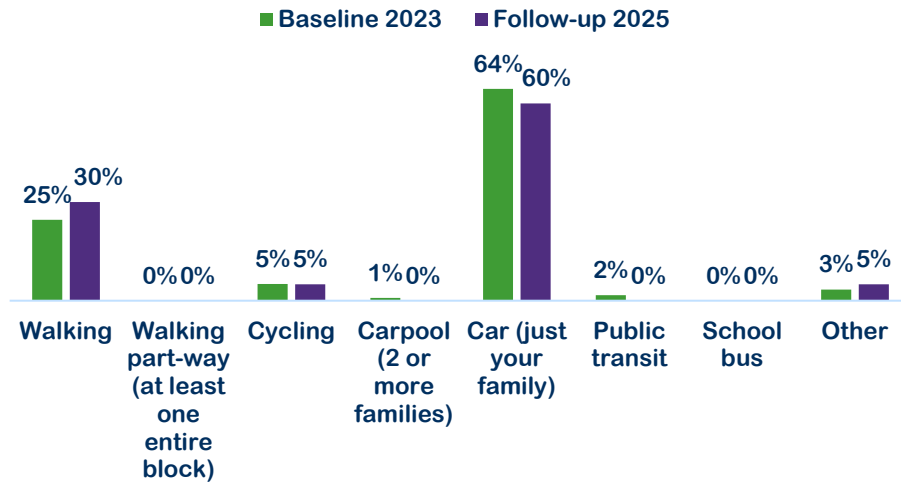


Figure 45. How does your child get From school?- Follow-up

What are the main reasons you usually drive your child to and from school?

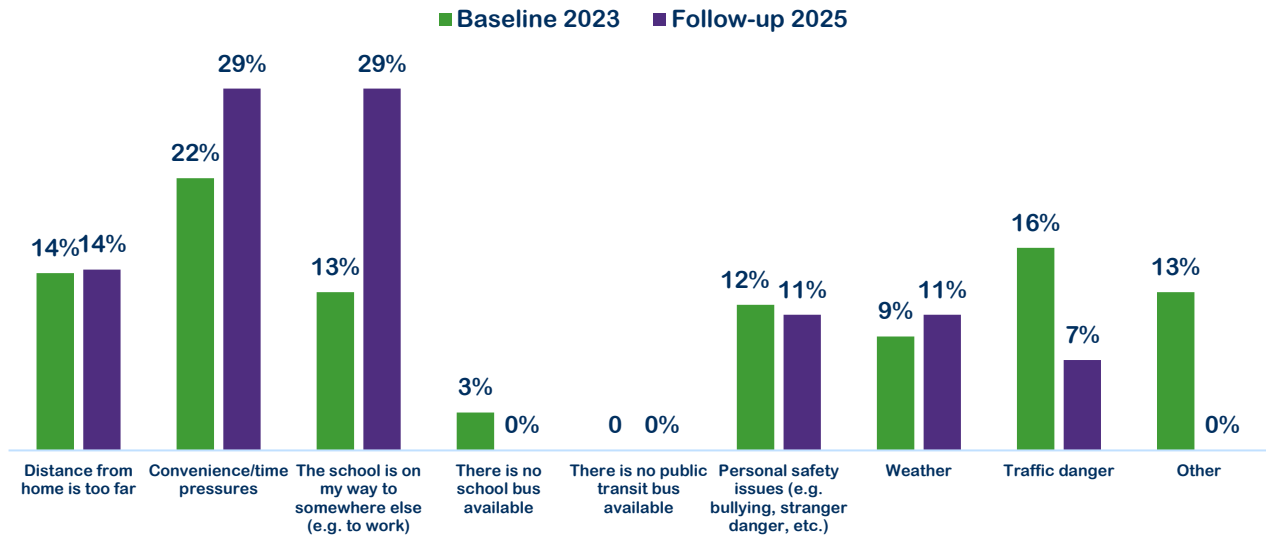


Figure 46. Main reasons are given for driving kids to school - Follow-up

Reasons provided in "Other": The buddy system to school is not always available. My oldest walks past the school and my youngest likes to go with him. Going to another parent's house. After school, we drive because we have activities to go to. We can see the school from our home, but having my 6-year-old cross Hollywood Road alone is nerve-wracking. We do walk on nice days. She is awesomtistic and happy, and friendly and wants to explore. Kids go to before-school care at the school at 7 a.m.

They are still too young to walk or bike alone. The child is in kindergarten.

How far away from the school do you live?

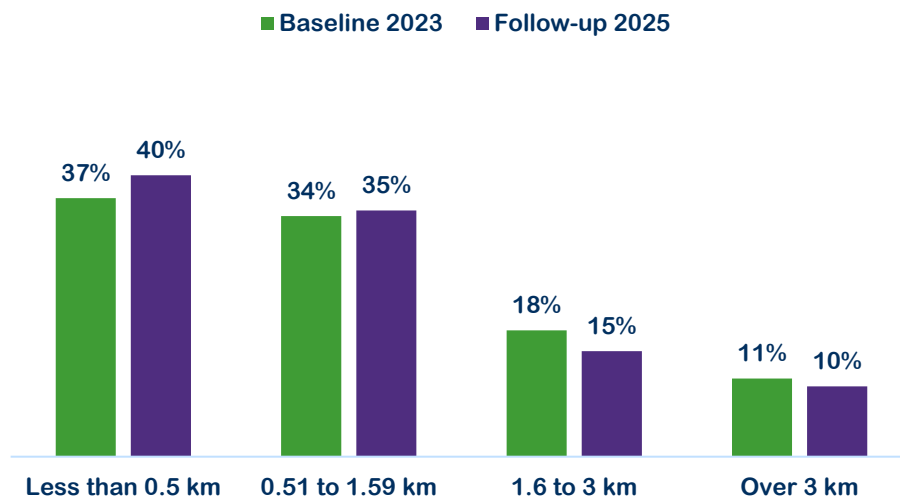


Figure 47. How far away from the school do you live?

I would allow my child to walk to school if:

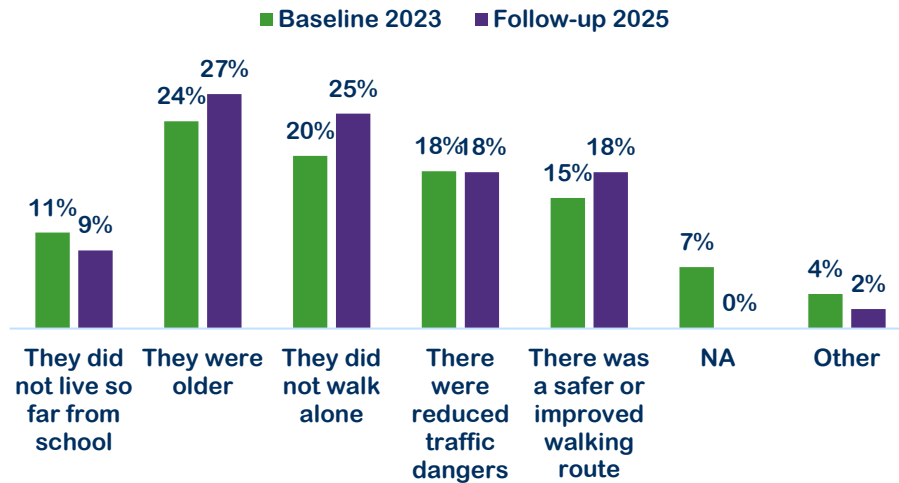


Figure 48. I would allow my child to walk to school if.

"Other" included: Was not responsible for their younger sibling. Grandma picks them up, and they walk home together. A Crosswalk on Quigley Rd. would be wonderful. If I did not drop them off before school care at 7:15 a.m., he could walk to school at her dad's house. I will not let my cd to walk alone due to the dangerous driving I have witnessed on Hollywood Road. Police need to be present; tickets need to be given. We would bike/walk often if the traffic is better controlled it is very unpredictable with speed. We would bike/walk often if the traffic is better controlled; it is very unpredictable with speed. I would feel safer if there was a pedestrian-controlled strobe light in Hollywood. If I was with her.

My number one concern with allowing my child to walk to school is having to cross Hollywood Rd. I regularly witness unsafe bordering reckless driving along Hollywood Rd.

I would allow my child to bike to school if:

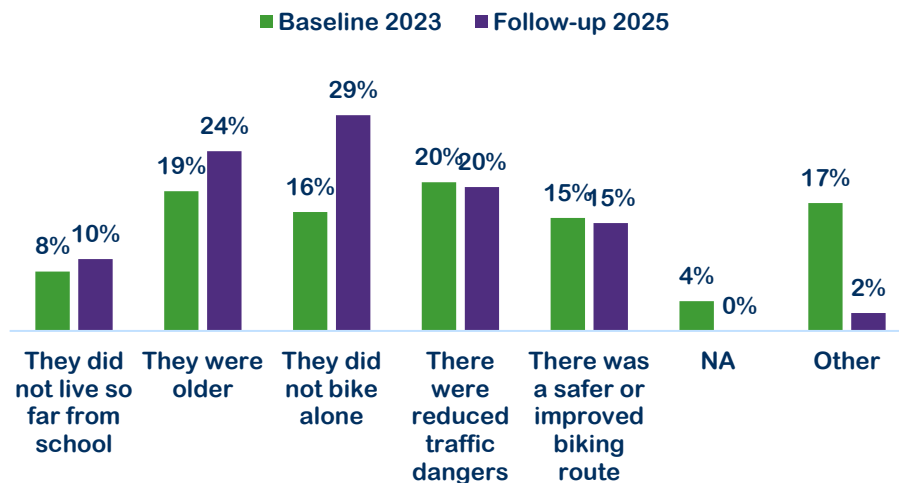


Figure 49. I would allow my child to cycle to school if.

"Other" included: With his brother, who is seven years older. If I was with her. They received bicycle safety training. They could lock the bicycle in a safe place. Locked bike storage.

How does your CHILD feel on the trip To and From school?

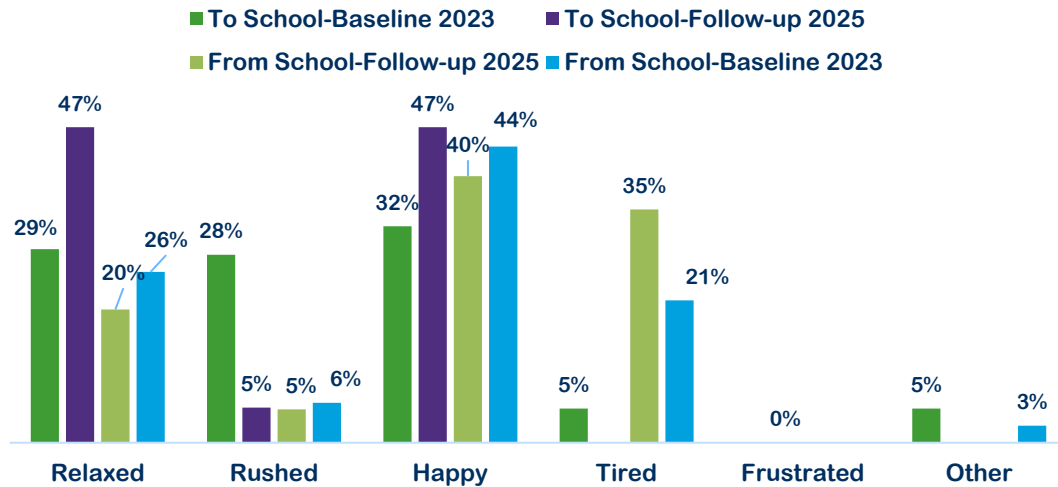


Figure 50. What feelings do you have when you are travelling to and from school?

"Other" included neither happy nor frustrated. Some days they are rushed, some days relaxed. Hollywood Rd. has a lot of speeders, so I always drive my children. Cars do not respect the school zone speed limit, and most cars do not notice the crosswalk.

The route you take to and from school is safe for children to walk

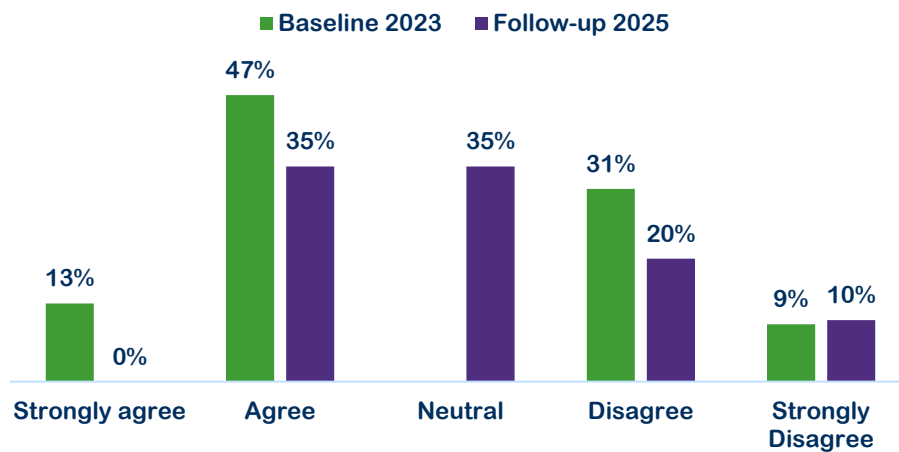


Figure 51. Our route to and from school is safe for children to walk.

What is the gender of your eldest child?

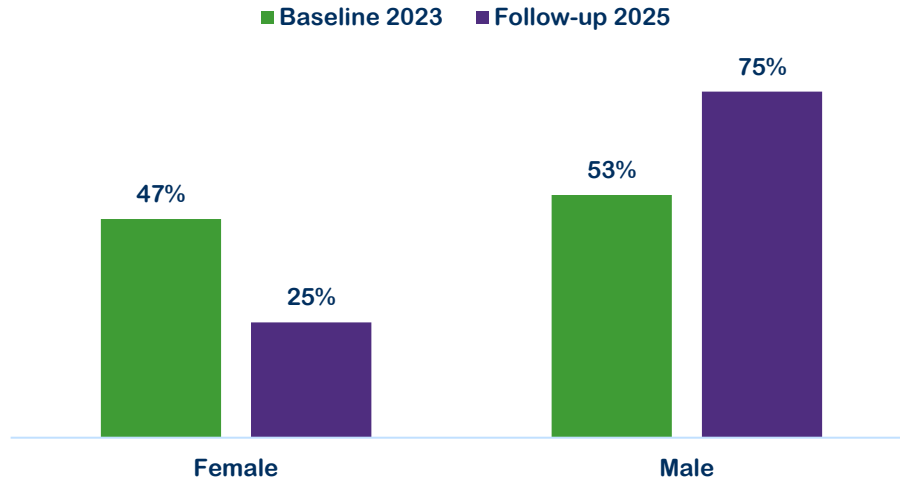


Figure 52. What is the gender of your eldest child? $n_B=118$ $n_F=20$

In what ways have your family's school travel habits changed since the project began?

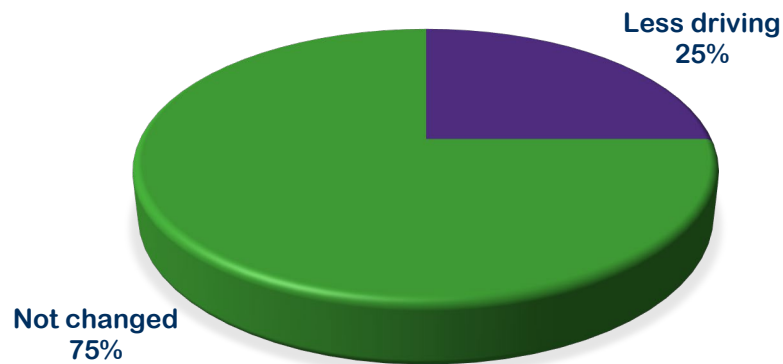


Figure 53. In what ways have your family's school travel habits changed?

Has the volume of vehicle traffic outside this school changed?

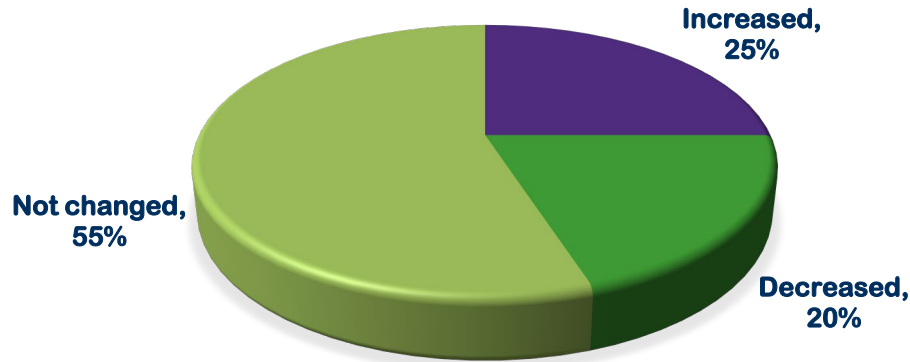


Figure 54. Has the volume of vehicle traffic outside this school changed?

Do you support ongoing School Travel Planning efforts?

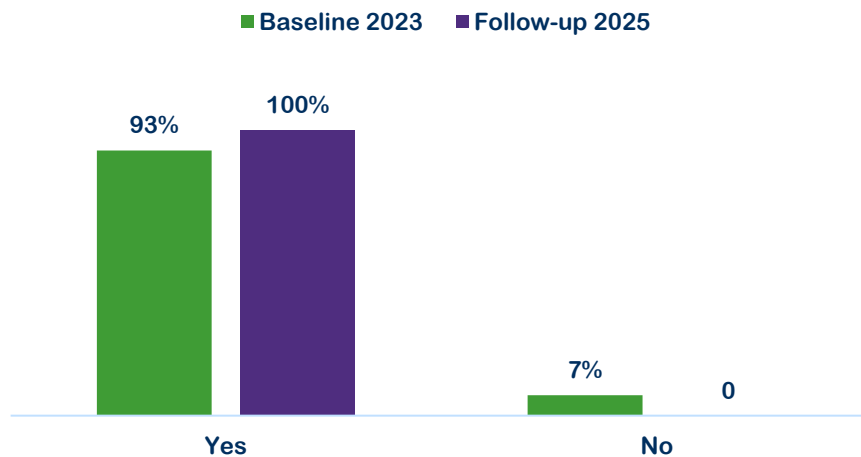


Figure 55. Do you support ongoing School Travel Planning efforts?

The following graphs show the sentiments of 13% of the parents who provided feedback related to the actions performed around the school since the School Travel Planning project began.

What infrastructure improvements were implemented by the City/District around your school, and how effective were they for your family?

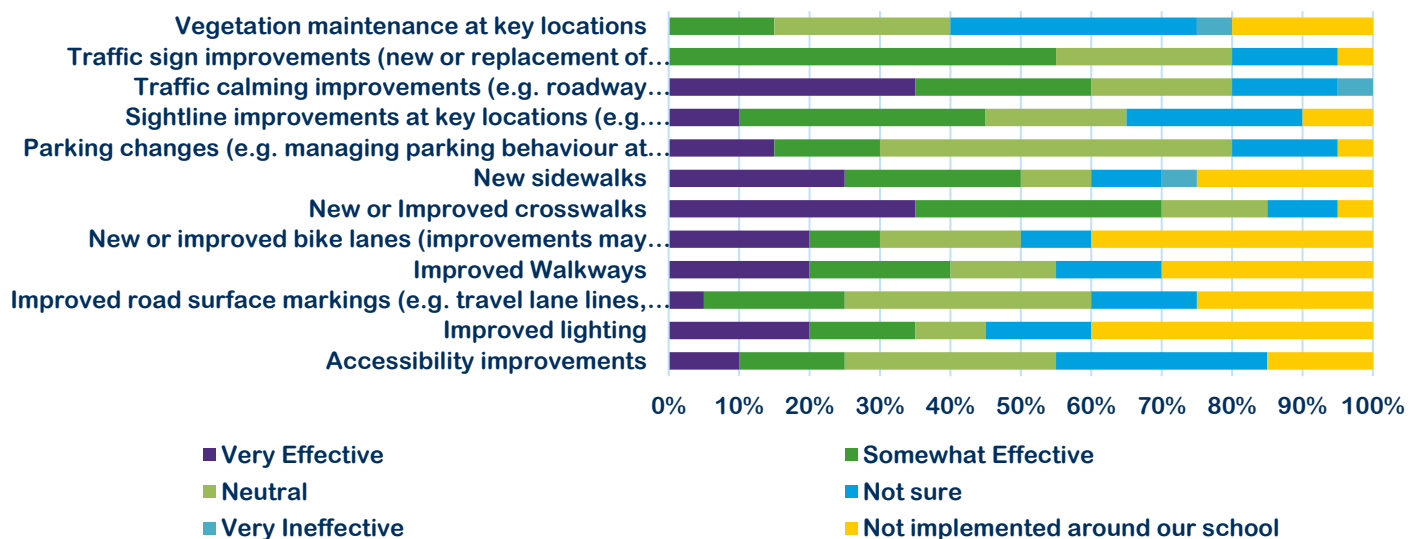


Figure 56. What infrastructure improvements were implemented by the City?

Which school programming activities were implemented, and how effective were they for your family?

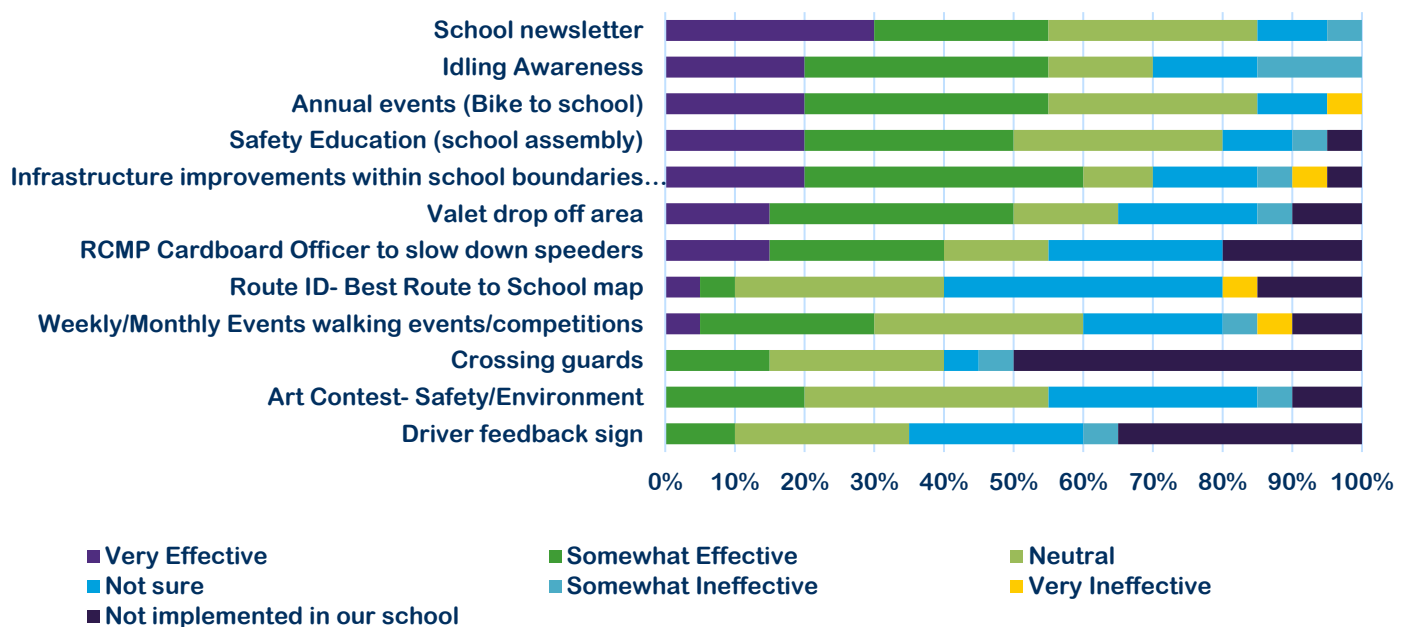


Figure 57. Which school programming activities were implemented?

Conclusions and Recommendations

Survey Results & Infrastructure Impact

- Observed 3% decrease in sustainable transportation modes (walking, cycling, school bus, transit) after 3 years of infrastructure improvements.
- The Follow-up (Fall) and Baseline (Spring) surveys were conducted in different seasons, which may influence travel behaviour and data comparability.
 - To improve data consistency, subsequent surveys should be administered during the same season (e.g., Fall-to-Fall or Spring-to-Spring).
- Future Family Surveys: increase family survey participation to gain a more comprehensive understanding of parent sentiments and evolving real or perceived barriers to sustainable transportation.
- Following the installation of the crosswalk and curb extensions, pedestrian activity increased noticeably, with average volumes more than doubling after project completion.

School-Specific Strategies

- Encourage active travel through initiatives like "Drop & Go / Walk a Block or Two" programs, which allow students to walk a safe, shorter distance to school, supported by the [Best Routes to School Map](#) to guide families on safe and accessible routes.
- Alternatively, implement a Walking School Bus.

Parent Engagement

- Strengthen parent engagement by consistently utilizing newsletters for role-model messaging and providing incentives for safe practices (e.g., gift certificates).

Educational Programs

- Deliver the Cleaner Air Program annually to Grades 3–4, covering:
 - Idling awareness, air pollution, and health impacts.
 - Reinforce pedestrian and Bike awareness through school newsletters.

Infrastructure maintenance

- Encourage parents and school administration to proactively address concerns like snow removal and overgrown vegetation through the City's Service Request System, ensuring safe routes year-round:
 - Kelowna's Service Request System [City of Kelowna](#)

Ongoing participation

- 100% of parents surveyed support continuing School Travel Planning.
- Annual Action Plan integration:
 - Align the new School Committee with the Parent Advisory Council (PAC).
 - Review past goals, set new targets, and schedule yearly activities.

Endorsement

Following the completion of significant active transportation improvements, follow-up family surveys were conducted in September 2025. These results demonstrate notable progress when compared to our baseline data collected in May 2023.


The findings have been:

- Presented to both the School Travel Plan (STP) municipal and school committees
- Recommended for sharing with parents and caregivers through school communications

Principal

Municipal Lead

November 2025

A handwritten signature in black ink, appearing to read 'K. Grimwood', written over a horizontal line.

Kimberley Grimwood

A handwritten signature in black ink, appearing to read 'Nancy Mora', written over a horizontal line.

Nancy Mora

Endorsement

The School Travel Plan for Quigley Elementary has been endorsed by Principal Kimberley Grimwood on behalf of the school, and by one representative of the Municipal Stakeholder Committee.

School Principal

Kimberley Grimwood

Signature



Date

September 15, 2023

Lead representative of
Municipal Stakeholder Committee

Jerry Dombowsky

Signature



Date

September 15, 2023

Appendix 1. Collaborators

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
- Participated in the education of parents and students regarding health, wellness, air quality and safety benefits.
- Agreed with improvements recommended in the Action Plan

Table 5. Members of the School STP Committee

Quigley		470 Ziprick Rd, Kelowna, BC V1X 4H4	
	Name	Description	Contact information
School Administration			
	Kimberley Grimwood	Principal	kimberley.grimwood@sd23.bc.ca
	Emily Mitchell	teacher	emily.mitchell@sd23.bc.ca
Parents			
	Kelly Shin	Main Contact	Kelly.shin@sd23.bc.ca
	Tammy Leske	Parent	tami_wirachowsky@hotmail.com

Table 6. 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:



Statement of Support

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



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

I, Kimberley Grimwood, Principal, agree on Quigley 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:

Kimberley Grimwood
Name

Quigley Elementary School
School Name


Signature

February 10, 2023
Date

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

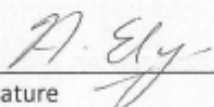
Statement of Support

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.

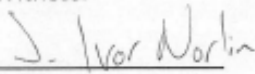
Anita Ely
Name


Signature

Interior health Authority
Organization Name

September 26, 2017
Date

Witness:


Name


Signature

Interior health Authority
Organization Name

September 26, 2017
Date

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

Appendix 2. Walkabout and Family Survey Comments

Additional comments from Baseline Family Surveys 2023
A school bus would be great. I pay a lot for before and after-school care.
Our only real traffic obstacles are the store parking lot traffic and the corner of Hollywood and Elwyn stop sign. Traffic rarely stops at the stopping and then pulls up slowly to see if they can proceed; they speed up to the curb and do not notice walkers.
Walks with a friend to school. He does not feel safe walking home alone yet.
The morning before school starts is incredibly frustrating and rushed due to so much traffic in the area. I do not feel my child can walk alone to and from school.
My child comes home from school at 5 (after school care at Quigley) when traffic is much calmer. She is often allowed to walk because I know she can cross Graham Road safely.
I am unsure if there is a crosswalk guard at the main crosswalk in Hollywood. If not, it would be great to have one. Also, if kids in the same neighbourhood could somehow coordinate to walk to and from school in groups, that would improve safety.
I worry most about the fast traffic that does not always see the kids at the crosswalk.
It would be nice to have crosswalk lines on the road down Hollydell, which turns down to Sterling on a bus route. Hollydell is also quite a busy road where people drive faster than the limit, so it would be nice to have speed bumps.
My children must cross Springfield Road. We have had multiple close calls.
I always feel anxious because many people are speeding, especially in front of the school, and all the parents drop their kids off.
We need a crosswalk with lighted signs from Kitch Rd to Quigley Rd.
He walks, scooters, or rides his bike with no concerns.
They would have to walk down "the 100 stairs," which I would not feel comfortable with.
They are happy walking with friends.
There is no safe way for my child to walk or ride their bike to school.
Gerstmar Road is quite busy; cars go quite fast. Sidewalks are inconsistent and require crossing the road multiple times on our route.
Quite a short walk
We travel to the before-school program and pick up from the after-school program, so the hours are outside regular pick-up and drop-off times.
Some block the parking lot lanes while dropping their children.
We travel the same route every day. Implementing crosswalks on Hollydell Rd would make the kids walking to school in that area safer.
I wish it were a straighter line to school with less traffic.
We drive because we have so many extracurriculars.
When she is at her dad's, she is at school simultaneously but has more time in the morning as he lives around the corner. He drops off on Tuesdays and Wed and alternating Mondays.
Most importantly, I believe there needs to be a crosswalk at the Quigley Rd crossing. Also, it would be nice to see speed control bumps along Quigley Rd.
Too many speeding cars on Hollywood Rd is a primary concern for me.
The number of distracted drivers and impatient drivers is insane on Hollywood Road.
I think the attendance should be different because of the public transit.
Before and after-school care
I do not feel my son is mature enough yet to get to school on his own
There should be a crosswalk across Quigley Road at the intersection of Quigley and Kitch since the sidewalk is on the south side of Quigley. If coming from Hollywood, it is unsafe to cross Quigley at Hollywood and walk on the road to Kitch.
We would bike/walk often if the traffic was better controlled. It is very unpredictable with speed.
His older sister walks him in the mornings.
It would be nice to see a better crosswalk area for Hollywood Road, with lights to help traffic see young kids. The cars travel so fast down that road that it is unsafe for little kids.
My main and only concern is the traffic along Hollywood Road. I have lived in this 'hood for six years now, and not once have I seen the police ticketing the RIDICULOUS SPEEDING that takes place. Better traffic control is needed.
We live on Matt Rd, which does not have a sidewalk or a crosswalk. The road curves and cars are often parked on the inside of the curve, so it is hard to see a car coming down the road.
I do not have much to complain about.
Lots of speeders. This is in the school zone and by the OK college campus entrance.


People speed along Hollywood Rd., and police only monitor during the day or when needed.
I wish there were a crosswalk on Graham and Gerstmar Rd.
I would like to see crosswalk guards should be present at all road crossings at the school. As well as more signage, even crossing lights, along Hollywood Road.
We do walk sometimes; I feel we would walk more if there were less traffic. So many people speed in the area and on Hollywood South and find a lot of hazards, broken glass, and waste from drug users.
She likes to listen to music and take pictures. We go with the flow, so her day is amazing.
As a parent, I would feel much more comfortable if Hollywood Rd. S had a crossing guard and lights at the crosswalk. Increased radar/police presence is very much needed.
I would let my children walk or bike to school if there was a walking group and designated parents to check in along the way.
She loves to see other kids coming to school.
The school zone could be expanded to Matt Rd or even Graham.
We do not live far from Quigley, but my kids walk on a bus route (Stirling to Graham), so there are LOTS of vehicles driving - it would be nice to have sidewalks for safer walking.
When we walk, we cross Hollywood, and it needs pedestrian lights as there are a lot of speeding cars, and some will not even stop at the x X-walks
He is not focused much on travel.
We live in black mountain, and I am aware of no bus option. Also, I must take my youngest to daycare. It is frustrating when parents park and leave cars in the drop-off lane—usually, they park on the street.
My child's scared of dogs, and there are always people with dogs ignoring the signs and inside the schoolyard.
It is super frustrating that there is no sidewalk on one side of Quigley Rd. It makes me nervous, and if we ride bikes, it involves going on the road with cars buzzing by us. It is not safe. There is also no crosswalk in Quigley right by a walkway. Not safe
Hollywood road traffic is so dangerous. My children would like to ride their bikes or walk there, but it is not safe due to traffic and speed.
We ensure he stays on the sidewalk and uses the same route when coming and going.
My kids enjoy the journey to go to school, always energetic and excited to reach their
My only concern is that at the community college attached to your building, the older kids like to speed out of the parking lot there, and it is a concern that those older students may hit my child.
It would be incredibly beneficial if there were a lighted crosswalk at Gerstmar and Graham.
There is a shorter way to school, which does not have sidewalks, and we do not let our older child take her to Quigley.
We do not live too far away, but work schedules make driving there for drop-off and pick-up easier.
I would like to see at least a painted cross wall at the road end where we cross over Quigley Street towards the Hollywood education pathway.
My two kiddos and bringing one other grade 1 student half the month happened because I do not work outside the home. I enjoy ensuring their safety getting to and from school as Ho, Hollywood is EXTREMELY busy.
Crosswalks need a flashing pedestrian light on Hollywood Road.
A walking path to office doors from the parking lot entrance would be safer.
I would never allow my child to walk or ride a bike alone due to traffic and dangerous stranger issues. People are constantly speeding in the school zone in Hollywood, and most do not even bother to stop for the crosswalks. I also feel unsafe with the city bus stop right outside the school's backyard gate, the entrance we would take to get to school. I think the bus stop should not be right there, and I constantly find broken glass and garbage, including dangerous knives, needles, and drug bags with residue along the fence/gate area and even in the schoolyard. By the gate and back wall

Additional comments from Follow-up Family Surveys 2025
Travel-to and from school: 3 days a week, I park and rollerblade. 2 days a week I drive the kids to school
Car pick up by after school care
Dropped off at before school care at Quigley
Watchful of traffic
My number one concern with allowing my child to walk to school is having to cross Hollywood rd. I regularly witness unsafe bordering reckless driving along Hollywood rd.
Locked bike storage
Adding the crosswalk greatly reduced available street parking. Also makes the need to arrive earlier to get a good spot
I would be more comfortable to let my kids walk or bike to school if there was an adult helping kids cross the busy road with many speeding cars (Hollywood Rd). Also, it is unsure if the school bike storage is being kept locked for the entire school day (risk of theft).
We would bike if we were closer
We take the cross walk located at Hollywood Rd and White Rd intersection. High traffic, most speed past and do not stop at cross walk. Very dangerous. They need to install cross walk light, speed bumps, and paint that entire section of road long Hollywood school zone, to identify the school zone.
Its better to have walk lane on both sides of the road.
We live right at the T-intersection between Matt and Graham Road. Traffic at this intersection is always very busy, and there is currently no crosswalk for kids crossing at the sidewalk. When work trucks park in front of our house, there is no visibility in one direction when crossing the road.
The one side of the school has had some improvements that we don't use as we arrive from the other side of the school, Hollywood got no improvements so kids from that side don't see much of a difference, people speed through Hollywood, it's got a couple signs nothing noticeable, our trouble is crossing the street at hollydell, people do not stop at the stop signs, they speeeeee up to the curb and hurry on their way, not looking for pedestrians, we have been almost hit several times, I would never let my kids walk along because I can't trust that people driving at paying attention heading into a not very noticeable school zone.
Our other kid goes to spring valley and the easiest waking path she would have to walk down hollydell/elwyn and cross at getstmar where there is no pedestrian crossing in that spot, she would have to walk further down gerstmar to get to one. That also isn't marked very well and people speed down there too.
The big sidewalk on Hollywood is amazing. We do however find many of the sidewalks or pathways not very rollerblade friendly. Lots of rough spots, gravel or tree roots breaking up the pavemwnt makes it hard to skate and rocks getting in your blades make you suddenly stop and it's jarring on the body or can cause falls and wounds. It would be beneficial to have a walking school bus program in place.
Our street to school has no sidewalks, narrow road many cars and speeders No signage No speed bumps No sidewalks
Speed of drivers is still a big issue around Quigley, especially on Hollywood Road.
For us the journey would be a little too far. If I was unable to walk with them I would also not be comfortable with them crossing Hwy 33 on their own either. I know it wasn't approved but the idea of a walking school bus of sorts, even sort of an unofficial walking "carpool" or sorts if you could organize with parents of similar areas. I would love my kids to walk to school every day but its just too much for me personally to do that walk all week (8km per day to and from AM and to and from pm)
Before and after school care is needed as my son is too young to walk to and from school alone. The new crosswalk at Quigley is a major safety improvement for our family when the time comes for him to walk alone
Again my primary concern is having to cross Hollywood rd. due to high potential for dangerous driving. Having an adult stationed at a crosswalk to help guide the kids as they cross the road would be the only way I would consider allowing my child to walk/bike to school.

Appendix 3. Safe Routes to Quigley

The latest online version can be found here: [Safe routes 4 schools - Regional District of Central Okanagan](#)

BEST ROUTES TO SCHOOL



KIDS, BE STREET S.M.A.R.T.

SIDEWALKS:
Use sidewalks! Stay on the inside edge and stand away from the edge when you want to cross the street. If there is no sidewalk, walk facing traffic to see oncoming vehicles.

MUSIC:
If you are listening to music, remove one earpiece before crossing the street or walking in an unfamiliar neighbourhood.

ATTENTION:
Watch out for moving vehicles backing out of driveways, back alleys and parking lots.

ROAD CROSSING:
Always cross at an intersection or crosswalk. To cross safely, make eye contact with the drivers in all lanes to be sure they are stopped.

TEAM UP:
It is safer and more fun to walk to school with family or friends, and good exercise too.

Neighbourhood safety tips

TRANSIT
Transit can be fun. Parents and children can take the bus route together a few times before the kids go solo. Ask the bus driver if you have questions. [Back to School – BusReady](#)

SAFETY IN NUMBERS
Team up with another parent or neighbour to share the responsibilities of walking to and from school. If students are older, encourage them to walk with friends or older siblings.

AWARENESS AND INDEPENDENCE
Teach your children how to stay safe by identifying friendly neighbours, friends, or safe public places. Warn them about high-traffic areas or corners that might hide hazards.

Exploring and learning about your community and city at a young age are lessons that will last a lifetime.

- When you are out with your family, identify safe places to ask for help. It might be a neighbour's or a friend's house, or maybe a safe place you can go.
- If your family uses a safety password, practice and remember that special word.
- Don't ever go anywhere with a stranger.

S.U.P.E.R bike safety

Practice these bike safety tips at all times when riding your bike!

Signs: Use your hand signals when riding your bike and obey traffic signs.

Use caution: Leave space when riding next to parked cars and watch out for doors swinging open. Wear light or bright-coloured clothing, bike lights, and reflectors to increase visibility.

Protection: Wear your helmet when riding your bike - it's the law.

Eye contact: Make eye contact with other road users (drivers and pedestrians) to improve safety for everyone.

Right-hand side: Ride your bike single file and as far to the right-hand side of the road as possible. Use bike lanes if they are available.

Park and walk

Families who are unable to walk all the way can still contribute to safer roads and healthier schools. Park in your school's designated area or park legally on another street away from the school. Walk the last few blocks with your children, allowing them to enjoy a little extra active time outdoors.

Quigley has five suggested park-and-walk stations within an 8-minute walk to school.

- Hollywood Park
- Hollydell Park
- On-street parking along Matt Road, Quigley Rd, and Hollywood Rd.
- On-street parking along Mitchell Road and Thompson Rd.

Watch [the Pedestrian Safety tips](#) with your kids!

Driving Awareness

- Drive lawfully, safely and without distraction. Parents have a valuable part to play as role models for their children's future driving behaviour.
- U-turns are illegal in a school zone. They are dangerous and cause many blind spots in an area that may be filled with young walkers and cyclists.
- [Avoid idling your vehicle](#), as it worsens air quality and harms young lungs. Kelowna is the only Central Okanagan city with a [one-minute Idling Control Bylaw](#), in effect since July 25, 2022.
- Please keep bike lanes clear. When you park in a bike lane, it forces people on bikes into traffic. This is dangerous and makes cycling feel unsafe. Always obey parking signs to help keep our streets safe for everyone.
- Use the **Kiss & Drop loop**. This loop is only available in the mornings. Pull to the end of the loop before having students exit the vehicle. Parents must park and walk when picking up their children at the end of the school day. Our parking lot is limited.

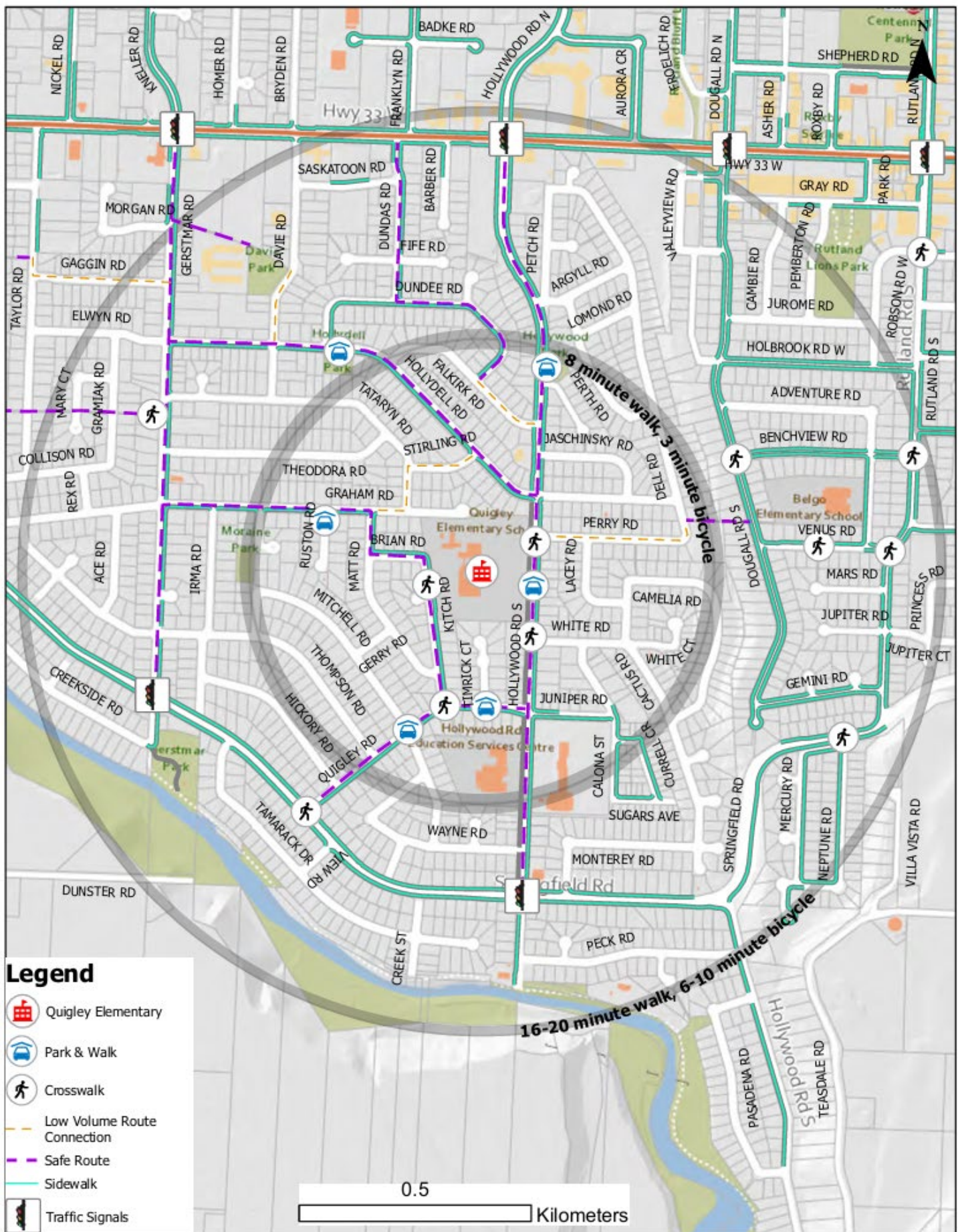
Safe Route

Use the proposed Safe Route map on the next page to get to school safely by walking, cycling, in-line skating, or riding a skateboard or scooter.

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Revised 2025

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Clean Air and Safe Routes 4 Schools

Questions should be directed to:

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November 2025

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