

From: "Levitt, Karen" <karen.levitt@vancouver.ca>

To: "Direct to Mayor and Council"

Date: 10/10/2025 7:57:22 AM

Subject: ENG - Council Memo - RTS 18069 - Report Back – Member Motion – Expanding the School Travel Planning Program

Attachments: ENG - Council Memo - RTS 18069 - Report Back - Member Motion - Expanding the School Travel Planning Program.pdf

Dear Mayor and Council,

Please see the attached Memo from Acting GM Jimmy Zammar regarding RTS 18069 - Report Back – Member Motion – Expanding the School Travel Planning Program. A short summary of the memo is as follows:

- This memo responds to the June 18th, 2025 Council motion directing staff to report back on options and costs associated with expanding the School Travel Planning (STP) Program.
- Staff identified the opportunity to add one more school by 2026 at a cost of up to \$400,000. This could be expanded in future years with approximately \$400,000 per additional school, should there be interest from schools and funding is allocated.
- To fund the expansion, staff propose reallocating \$400,000 from the LED Signal Replacement Program. No other funding within the Transportation capital plan is available without impacting priorities such as transportation safety and active transportation
- Staff will invite one additional school to participate by the end of 2026, subject to Council approval of the proposed reallocation.

If you have any questions, please feel free to contact Jimmy Zammar at 604-871-6880 or jimmy.zammar@vancouver.ca

Thanks,

Karen

Karen Levitt, Deputy City Manager (she/her)
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the x'm θk'y m/Musqueam, S'wxwú7mesh/Squamish and s'liilw'ta /Tsleil-Waututh nations

MEMORANDUM

October 9, 2025

TO: Mayor and Council

CC: Donny van Dyk, City Manager
Armin Amrolia, Deputy City Manager
Karen Levitt, Deputy City Manager
Sandra Singh, Deputy City Manager
Katrina Leckovic, City Clerk
Maria Pontikis, Chief of External Relations
Teresa Jong, Administration Services Manager, City Manager's Office
Mellisa Morphy, Director of Policy, Mayor's Office
Trevor Ford, Chief of Staff, Mayor's Office

FROM: Jimmy Zammar
Deputy General Manager, Engineering Services

SUBJECT: Report Back – Member Motion – Expanding the School Travel Planning Program

RTS #: 018069

This memo responds to the June 18th, 2025, Council Motion directing staff to report back on options and costs associated with increasing the number of schools served each year through the [School Travel Planning \(STP\) Program](#), without compromising the quality of engagement, or infrastructure, at any given school.

After reviewing the feasibility of expanding the STP program, staff found a potential opportunity to add one more school to the program, at a cost of up to \$400,000 beyond the current program budget for 2026, which could be managed through a reallocation within the Transportation portfolio subject to council approval as part of the upcoming quarterly adjustment. This could be ramped up in future years with approximately \$400,000 per additional school, should there be interest from schools and should funding be allocated.

Background

Since 2012, the STP program has partnered with school communities to support safe, active and sustainable travel to and from school. With an annual budget of \$750,000, the STP program adds three to six new elementary or secondary schools each year. Forty-nine schools have participated in the program to date. Appendix A contains more details on the program.

School Travel Planning Resources

Implementation of the STP program for a school requires the coordination of multiple branches, staffing resources, and external partners and contractors. Each school community has unique needs and infrastructure requirements, identified through the STP program's engagement

phase and other public requests. Based on these needs, staff collaborate across various city-led programs and initiatives to deliver projects, pooling funds from multiple sources to deliver infrastructure improvements around schools.

In addition to the STP annual budget of \$750,000, the City has also invested approximately \$11 million in transportation safety initiatives near schools through the 2023-2026 Capital Plan. Since 2023, out of 148 schools across the city, approximately 112 school communities have benefited from at least one safety improvement, ranging from minor measures to major upgrades. These improvements are delivered through several programs, including the School Spot Improvements program, [School Slow Zones on Arterials](#), [Neighbourhood Traffic Management \(NTM\) program](#), the [Rectangular Rapid Flashing Beacons \(RRFBs\) program](#), the [Vision Zero Safety program](#), the [New Pedestrian/Bike Signal program](#), as well as other programs. More information about these programs can be found in Appendix B.

To enable the addition of one more school to the STP program by the end of 2026, staff plan to reallocate up to \$400,000 in funding to hire a consultant and contractor. This additional funding will allow staff to preserve the quality of engagement and infrastructure at all participating STP schools. Any further expansion of the STP program would require either an increase in internal staff capacity or external resources, along with additional staff oversight to manage consultants and contractors.

The \$400,000 is proposed to be reallocated from the LED Signal Replacement Program, which staff plan to deprioritize to facilitate delivery of other programs, as LED signal heads have been lasting longer than anticipated when the program was developed. No other funding within the Transportation capital plan is available without impacting other city priorities, such as transportation safety and active transportation. The reallocation will be brought forward for approval as part of the next quarterly report to Council.

School's Participation in School Travel Planning

Recruitment for the STP program can also be a barrier for expansion, as schools balance many priorities and may not always have the capacity or interest to engage with City staff. Schools with interest and more complex needs across multiple locations are well-suited to the STP program. For schools seeking localized or minor improvements, the School Spot Improvement program provides a more practical pathway. As a result, the pace of expansion depends on both available resources and the level of school interest in participation.

Next Steps

Staff will invite one additional school to participate in the School Travel Planning (STP) Program by the end of 2026, subject to Council approval of funding reallocation. I trust this memo provides an update on the School Travel Planning (STP) Program.

Please contact me directly if you have any questions with respect to this information.



Jimmy Zammar M.A.Sc., M.Sc., PMP
Deputy General Manager, Engineering Services
604.873.6880 | jimmy.zammar@vancouver.ca

Appendix A: School Travel Planning (STP) Program

Through the School Travel Planning (STP) Program, staff work with school communities to support and encourage active and sustainable travel to and from school. The full list of participating schools can be found on the program [webpage](#).

The program typically follows a four-phase process which takes two to three years to complete. See **Figure 1**.

Phase 1 & 2

- Year 1: Evaluate the Local Context and Develop a Custom Plan per School
 - Identify safety concerns and travel patterns through surveys and staff/parent meetings.

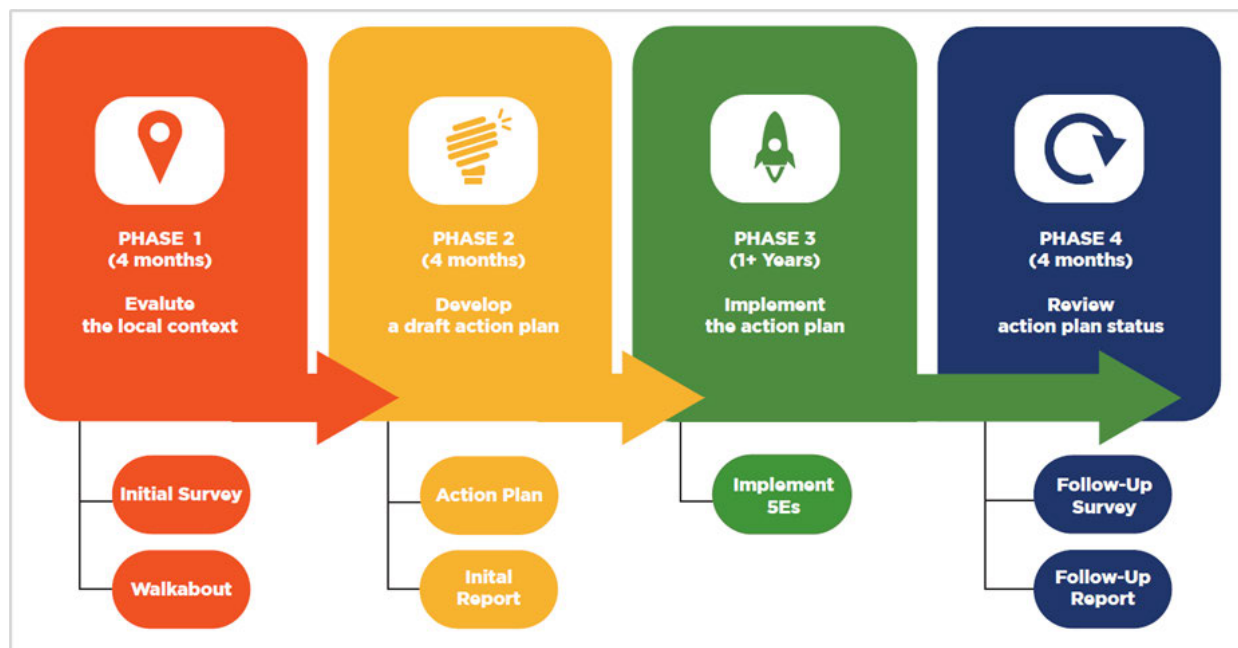
Phase 3

- Year 2: Implement Action Plan (1 - 2+ years)
 - Design and install recommended improvements, including infrastructure upgrades.

Phase 4

- Year 3: Continue Implementation and Review Plan
 - Confirm completion and assess changes in travel behaviour.
 - Conduct follow-up surveys and address any remaining actions.

Figure 1: The Four Phases of Developing a School Active Travel Plan



Typical Infrastructure and Costs

Typical infrastructure measures to improve safety near schools are highlighted below in **Figure 2A** and **as shown in Figure 2B**, and include:

- Minor signal modifications and paint/signage changes are low cost and can be completed in the earlier stages of the action plan implementation.
- Physical infrastructure (e.g. speed humps, raised crosswalks, bulges, sidewalk) has a medium-to-high cost and take longer to complete.
- Traffic signals are the most expensive tool, can take up to three years to complete.

As part of the STP program, the City invests between \$50,000 to \$800,000 per school community, combining the annual STP program budget with funding from other city-led initiatives such as the Vision Zero Safety Program. Without this additional support, investment in school communities would be significantly limited.

Figure 2A: Infrastructure to Address Safety Issues Near Schools

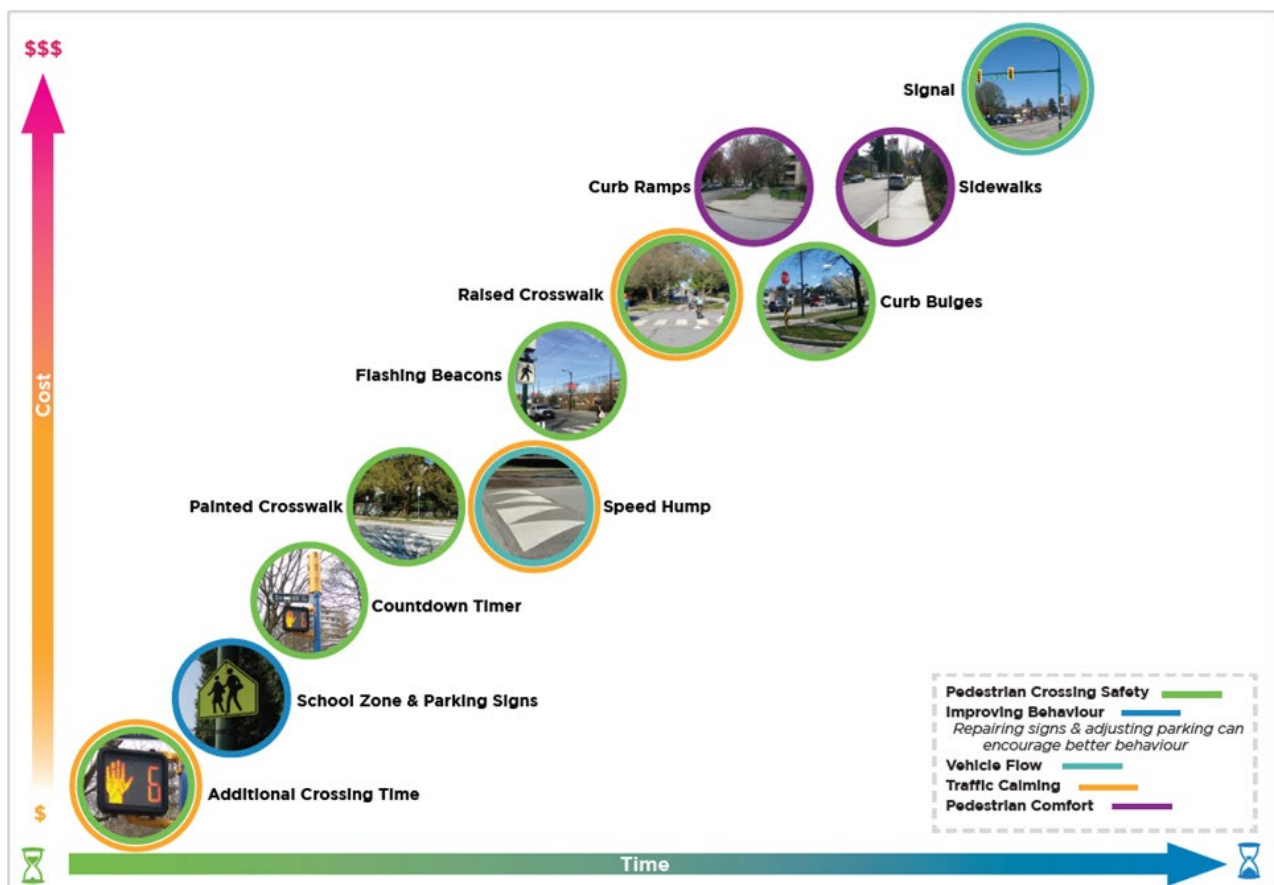


Figure 2B outlines approximate costs and timelines associated with different infrastructure upgrades in Figure 2A.

Type of Infrastructure	Cost	Timeline for implementation
Signage	\$500-5,000 per school	2 months – 1 year
Crosswalks	\$3,000-5,000 per location	6 months - 2 years
Arterial speed reductions	\$5,000-15,000 per school	6 months – 1 year
Minor signal modifications - Slower walking speeds - LPIs - Recall	Approximately \$2,000 per location	2 months – 1 year
Speed humps or speed tables	\$10,000-20,000 per block	8 months-2 years
Temp bulges/medians with barriers	\$10,000-30,000 per location	8 months – 1 year
Bulges, raised crosswalks, medians	\$ 60,000-300,000 per location	1.5-3 years
Sidewalk, curb	\$100,000-300,000 per block	1.5- 3 years
RRFBs	\$50,000-120,000 per location	1.5-2 years
Signals	\$500,000-800,000 per location	2-3 years

Appendix B: Other Programs Supporting School Communities

Infrastructure improvements at or near schools have been implemented not only through the School Travel Planning Program but also supported by other departmental initiatives and projects, including:

School Slow Zones on Arterials Program – In March 2023, the City launched the School Slow Zones on Arterials pilot, reducing speed limits near nine elementary schools to improve safety. Speeds in school zones on arterial streets were lowered from 50 km/h to 40 km/h, while those on collector streets dropped from 50 km/h to 30 km/h during school hours (8 a.m. to 5 p.m. on school days). Signage and road markings were used to implement the program, with animal-themed lawn signs to promote awareness. After a year, data showed modest speed reductions and strong parent support. Since 2023, a total of 33 School Slow Zones covering 40 schools have been completed. Ten to 15 new School Slow Zones are planned for 2026. The initial pilot was funded through Climate Emergency Response, and the rest of the program through the Growing Communities Fund, with a total cost to date of \$700,000.

Neighbourhood Traffic Management Program (NTMP) – The NTMP focuses on implementing traffic calming measures to address vehicle speeds and volumes on local streets using quick-build solutions. The program aims to enhance safety and increase comfort for people walking, biking, or rolling on these streets.

Following the 2023 engagement, traffic calming plans were finalized for two Hastings-Sunrise neighbourhoods and shared in 2024. Implementation is underway, including speed humps, gateway signage for new 30 km/h neighborhood slow zones, and one-ways and diverters to reduce shortcutting. Improvements were completed near 13 schools. Additional measures are planned for 2025 and 2026.

School Spot Improvements – Staff respond to requests for localized safety improvements from the VSB, schools, and residents. The scale of improvements depends on the issue identified, ranging from minor measures such as new signage, pavement markings, or signal timing adjustments to more significant changes like flashing beacons or geometric modifications (e.g., raised crosswalks, curb bulges).

As shown in **Figure 3** below, the program follows a process that can take anywhere from two months to a year to complete. Depending on the request, staff may meet with requestors, conduct site observations, and collect data before recommending and implementing improvements.

Since 2023, staff have delivered or planned 19 infrastructure upgrades and 77 sign and paint improvements. This program is funded through the Vision Zero Safety Program, with \$500,000 spent between 2023 and 2025.

Figure 3: Phases of the School Spot Improvement Program



Signal Program – Each year, the City installs new pedestrian/bike actuated signals to help pedestrians and cyclist cross arterials safely. Since 2023, 7 signals have been installed near schools and 9 more are planned for the 2025-2026 programs.

Rectangular Rapid Flashing Beacons (RRFBs) Program – Each year, the City installs new RRFBs at crosswalks to help improve pedestrian visibility and comfort. RRFBs are amber flashing lights that pedestrians activate to alert drivers to stop for people crossing the street. Crossing locations near schools are among the highest priority locations for installing new RRFBs. Since 2023, five RRFBs have been installed near schools and 18 more are planned for the 2025-2026 programs.