



# Lord Kitchener Elementary

YEAR 2 FOLLOW-UP REPORT  
SCHOOL ACTIVE TRAVEL PLANNING

# 1 EXECUTIVE SUMMARY

In 2012-13, Lord Kitchener Elementary School (Kitchener) participated in the City of Vancouver's School Active Travel Planning (SATP) program. This program is a partnership between the City and the Vancouver School Board and involves other local stakeholders including the Vancouver Police Department, Parking Enforcement, HUB, and HASTe. The SATP program directly supports the goals of the City of Vancouver's long-term transportation plan, Transportation 2040. The plan seeks a city-wide shift towards sustainable travel modes, with an overarching target of 2/3<sup>rd</sup> of all trips by 2040 to be made on foot, bike or transit. To support this, Transportation 2040 sets out a series of actions to achieve this target, including school-related actions:

1. Provide high quality walking and cycling routes to and from school
2. Educate and encourage active and safe travel to school

This report is the second document produced as part of the Lord Kitchener Elementary School Active Travel Planning (SATP) program. During Year 1 (the 2012-13 school year), an initial report and an Action Plan (**Appendix A**) were developed to gather information and guide Kitchener's SATP process. During Year 2, the documents were updated to incorporate new information and to create this supplementary follow-up report.

## School Travel Patterns

- Walking remains the most common transportation mode according to in-class student hands-up (42%) and family take-home surveys (62%).
- Since Year 1, families reported driving more (10%) perhaps related to the increased number of families living further from the school who responded to the survey.

## Transportation Challenges

The Year 1 travel plan had identified the following transportation challenges in this area:

- Pedestrian safety at the following intersections: W King Edward Avenue at Blenheim Street, W King Edward at Collingwood Street, and Collingwood Street and W 24<sup>th</sup> Avenue
- Vehicle speeds around the school
- Lack of bike parking at the school

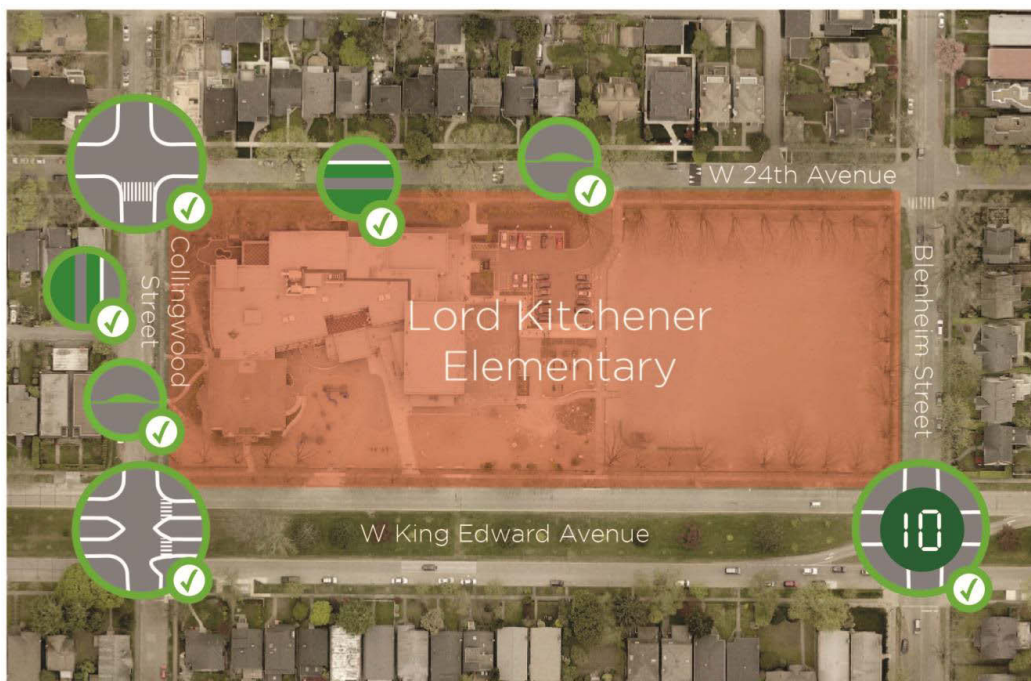


## Key Action Items

To address the identified challenges and achieve the SATP goals, the City of Vancouver has completed the following infrastructure improvements around the school (to be complemented by ongoing education and monitoring programs) (see **Figure ES1**):

- At W King Edward and Blenheim Street, install countdown timers to improve pedestrian safety (Completed)
- At W King Edward Avenue and Collingwood Street, install curb bulge, improve median's sidewalk and repaint zebra crosswalk (Completed)
- On Collingwood Street and on W 24<sup>th</sup> Avenue,
  - Install speed humps (Completed)
  - Improve curbs to enhance pedestrian safety and comfort (Completed)
- At Collingwood Street and W 24<sup>th</sup> Ave, install a zebra crosswalk on the south leg (Completed)

Figure ES1 - Map of Infrastructure Improvements



### Legend:



Completed improvements



Intersection improvements



Speed Humps



Curb improvements



Countdown timer added

## Parents Comments

- “I feel that the new curbs, paving, and parking restriction signs along Collingwood have made a difference to safety. I don't know if they received more training, but this year's student crossing guards on King Edward seem to be better than in years past. It makes me more likely to allow my children to cross there without my accompaniment.” – Parent of 10 & 8 year-old
- “My child is at the age where she is now old enough to walk or cycle. She chooses to do these more and more often but driving is still the predominant mode. I expect that as the weather improves she will walk or cycle more often. Work time constraints prevent a parent from walking with her to school in the morning.” – Parent of 10 year-old