

MAYOR'S YOUTH FORUM - Spring 2010

Active Transportation

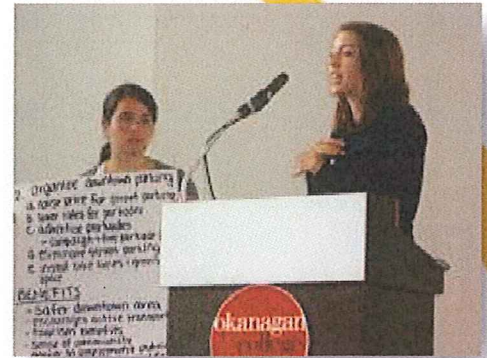
Preliminary Report May 2010

Overview and summary

The Mayor's Youth Forum is an opportunity for local youth (grades 10 through 12) in the City of Kelowna to share their thoughts, criticisms and ideas about local social planning issues. The focus of this ninth forum, held May 26th, 2010, was on active transportation from a youth perspective.

Methodology in brief

- the Steering committee met between January and May 2010
- each of the seven high schools created a leadership team. Each team was responsible for presenting a visual report on active transportation issues. An example of a team project is studying safety issues for non-vehicular travel to/from their school.
- on-line surveys (593) were completed representing all seven high schools and about 28% of all grades 10-12 students. This survey provides feedback from the larger youth population and is a reliable measure of current sustainability from a youth's perspective.
- over 60 youth took part in the full day forum May 26th, 2010 at Okanagan College campus.
- preliminary report to Council June 1, 2010.
- presentation to Council June 7, 2010, final report to council June 2010.

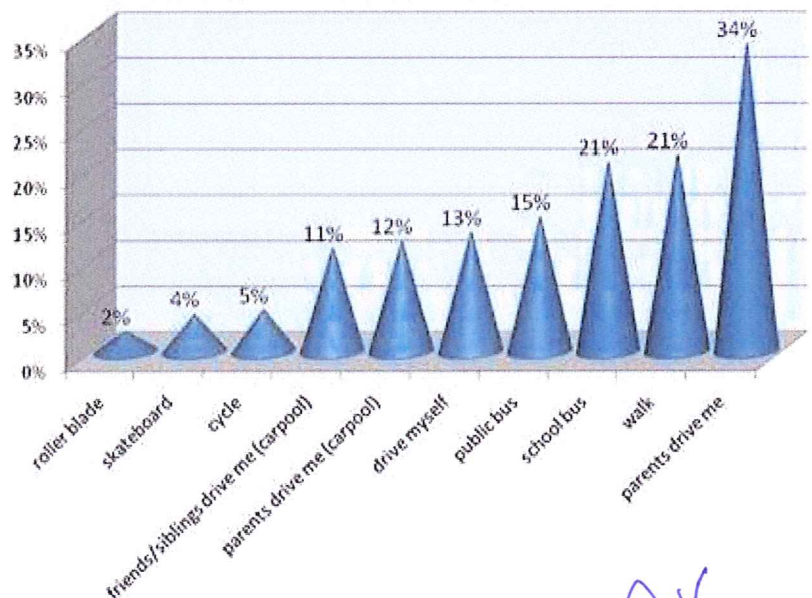


Findings

Getting youth out of vehicles used for school commutes would have many immediate benefits to the City and residents, including: reducing school zone congestion, fewer cars on streets, less CO2 emissions, safer streets, etc. As well as long term benefits including: reduced need for roadway expansion as well as improved air quality and long-term health of youth.

School age youth represent the largest cohort of public transit ridership (94% have used the public bus at least once in the school year 69% use a school or public buses weekly). They also have the greatest potential to switch from being driven to/from school to active modes of transportation (bicycling, walking, etc.).

Most frequent (3-5X/wk) methods of travel to/from school



gr

Changes wanted to public transit

- increased bus frequency on routes servicing schools,
- more capacity at peak times
- improved dissemination of transit information (at bus stops, on-line, printed),
- improved customer service (friendlier, more attentive),
- improve the bike carrier service for buses (provide lock-ups at all bus stops, allow bikes at night, easier to load),
- lower student rates for public transit (at least 70% of youth would use the bus more if rates were lower or free),
- overall safety improved (on bus, at bus stops).

Proposed solutions to promote active transportation

- increase safety of bike paths (elevated paths, separated from traffic, rumble strips, etc.),
- more bicycle parking (at schools, at the mall and at bus stops)
- promotions to encourage people to test public transit or other modes of active transit,
- on-line trip planner, better access to scheduling information at bus stops,
- educate parents who drive children of the cost of driving and alternatives.

"I don't walk from OKM along Gordon because the traffic doesn't watch for pedestrians."

youth survey respondent

Preliminary conclusions

The main barriers to reducing vehicular use to/from schools are reality and perception. The reality is that public buses (this includes access and usability of schedules, frequency of buses, service quality, etc.) do not always meet the demands of this age cohort and safety concerns and distance reduce the chance of youth using alternative modes of transit. The perception is that there is little cost attached to driving and that alternative modes of transit are insufficient or unsafe.

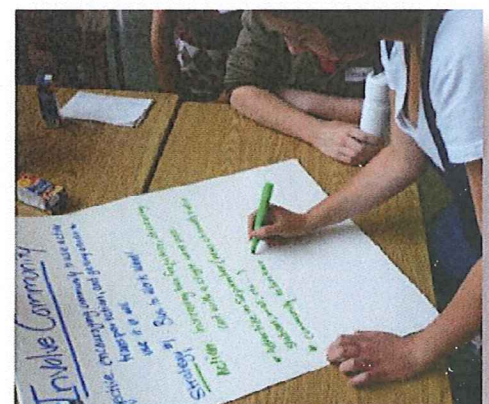
At the same time, the potential returns from shifting parents' driving habits and youths' participation in active transportation are enormous.

In addition to the infrastructure and routing changes already planned for the public transit and ongoing expansion of pathways, there is a need to influence this age cohort and their parents. Some solutions should be relatively simple: better frequency and capacity of public transit at peak times for school zones, improved customer service for youth, promotion of active transit to youth, on-line bus schedules and fee incentives. Other solutions are less simple: safer bicycle pathways, public transit access to outlying areas and changing parents' habits.

This age cohort is well educated in health and environmental issues and is unlikely to be influenced by traditional positive-choice marketing. Rather they will change their transit habits because more viable (easier, less expensive, safer, more convenient) options become available.

"I ride the bus to and from school every day, unfortunately the times are odd and cause me to be late in the morning. After school I always miss the first bus as it is too full, so I am forced to wait another half-hour for the next bus..."

youth survey respondent



Active Transportation Survey

Kelowna Secondary School

Our Activity

- We surveyed KSS, KLO, and OC on personal active transportation use and mindset



Questions/Answers (KLO)

- *Do you carpool/bus/walk/run/bike/skateboard/rollerblade to school?*

Once a week: **5**

Twice a week: **8**

Three or more times a week: **68**

Rarely/ never: **14**

- *Are you worried about your bike/skateboard getting stolen?*

Yes: **31**

No: **64**

- *Do you feel your school is just too far to participate in green transportation?*

Yes: **20**

No: **75**

Questions/Answers (KSS)

- *What is your main mode of transportation to school?*

Driving yourself: **16**

Walking: **9**

City Bus: **27**

Carpool: **11**

Driven by parents: **43**

Bike: **7**

School Bus: **36**

Other: **3**



- *If driving was not an option, which of these active modes of transportation would you choose?*

Bike: **59**

Walk: **38**

Bus: **96**

Skateboard/rollerblade: **18**

- *What obstacles prevent you from using these?
(Top 3)*

Distance: **54**

Time: **21**

None: **30**

Questions/ Answers (OC)

- *Do you carpool/bus/walk/run/bike/skateboard/rollerblade to class?*

Once a week: **2**

Twice a week: **2**

Three or more times a week: **8**

Rarely/Never: **9**

■ *How long do you have to walk from your house to take a bus?*

Less than 5 min: 9

5-10 min: 3

10-15 min: 2

Over 15 min: 6

■ *How often do you use public transportation?*

Everyday: 4

Once a week: 2

Twice a week: 4

Once a month: 4

Never: 6

Question's We Asked All Levels

■ *Were you aware that Canada has the 4th highest car ownership in the world per capita, with Kelowna as one of the top cities?*

Yes: KLO: 20

KSS: 18

OC: 2

No: KLO: 75

KSS: 134

OC: 18

■ *What would make you more likely to use forms of green/active transportation?*

Price Cuts: KLO: 57

KSS: 88

OC: 9

Improved Bus Routes: KLO: 44

KSS: 98

OC: 9

Accessibility: KLO: 48

KSS: 52

OC: 5

Other: KLO: 10

KSS: 11

OC: 0

What Surprised Us

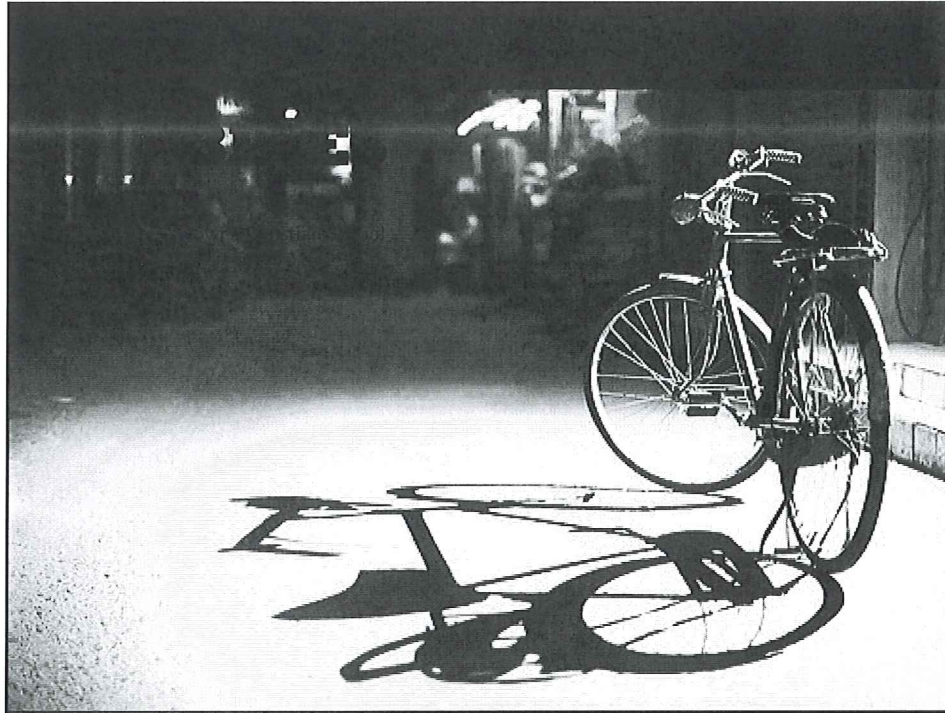
- Lack of knowledge in certain areas
- The majority of KLO students surveyed participated in green transportation more than three times a week
- How many students at KSS get driven by their parents



Suggestions to Break Barriers

- Simpler bus schedule
- Better bus routes/ more dependable busses, that go farther ex.
- Allowance of bikes, rollerblades, skateboards in more area
- More visible bus stops
- Times busses reach more minor stops
- Safer bike routes
- Price cuts in school/city busses

THE END



Get out and ride a bike

Riding your bike...

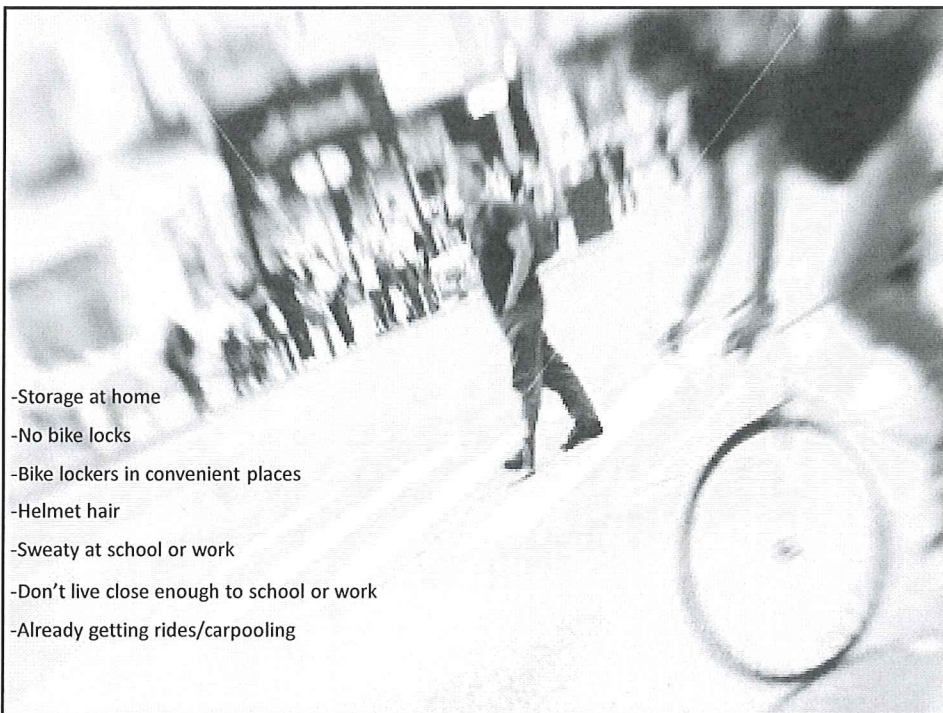
Out of 25 people that we talked to, one did not own a bicycle...

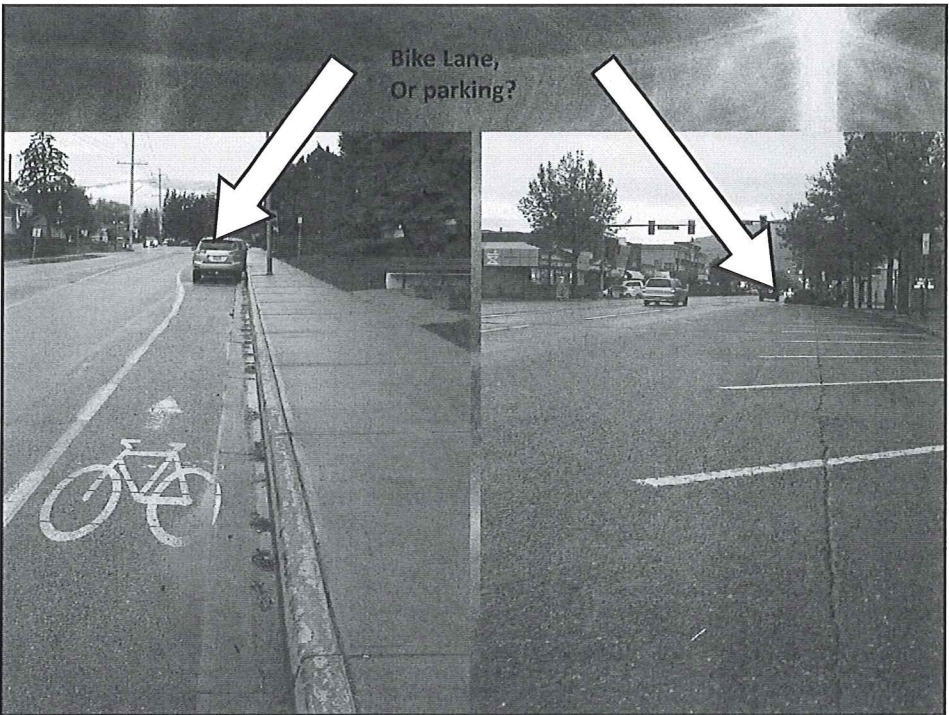
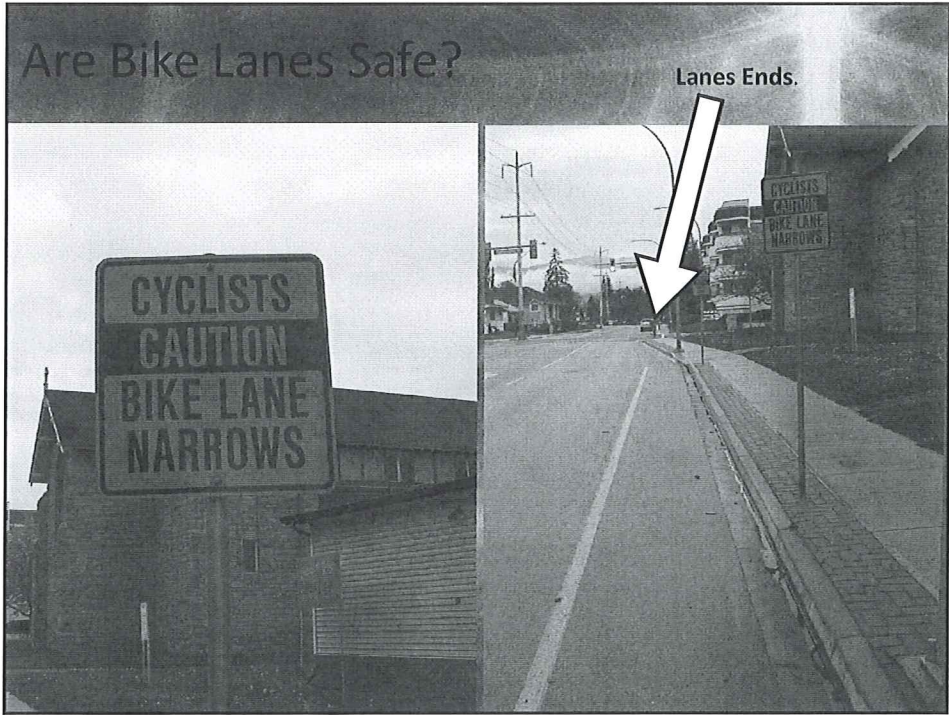
Out of the 24 people who had bicycles, only five people used their bikes for transportation...

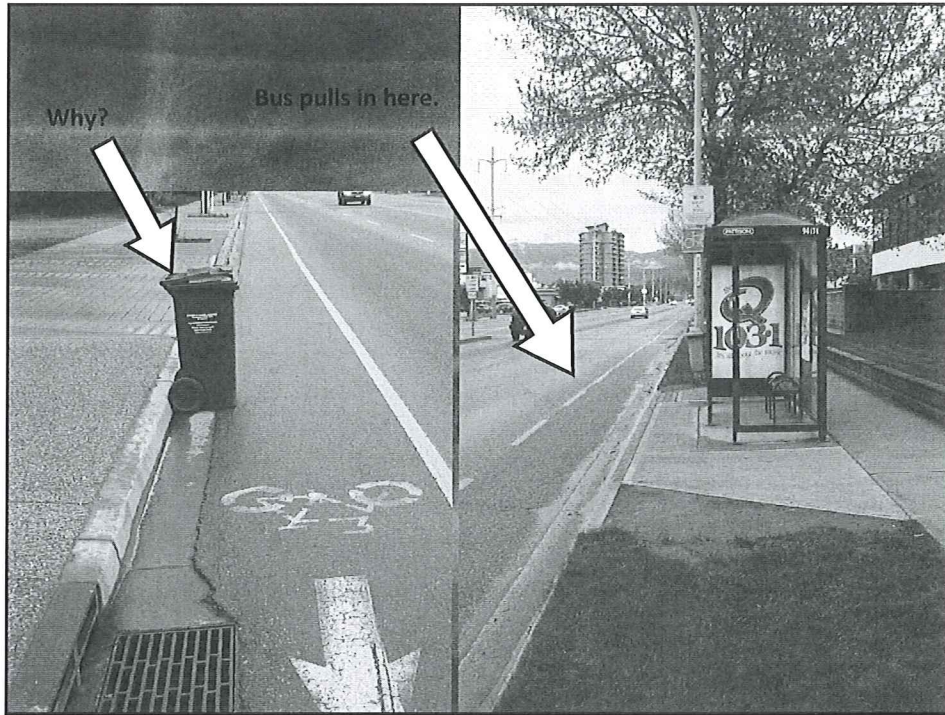
april 2010

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

SMASHING

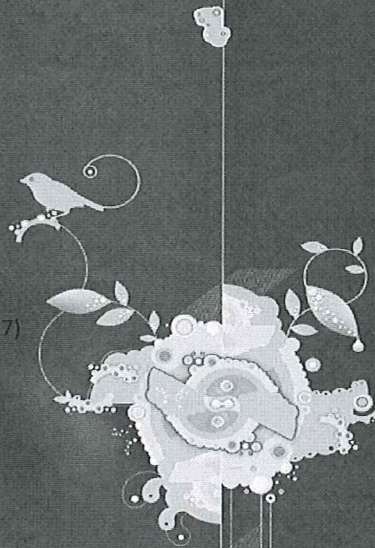






Bike Lane Problems:

- * Cars pull into, turn and stop in bike lanes
- * Bikes have to pull into street to avoid obstacles
- * Bike lanes are narrow
- * Dangerous in heavy traffic and with semi trucks
- * Bike lanes end suddenly
- * Some streets have no bike lanes at all (eg. Highway 97)

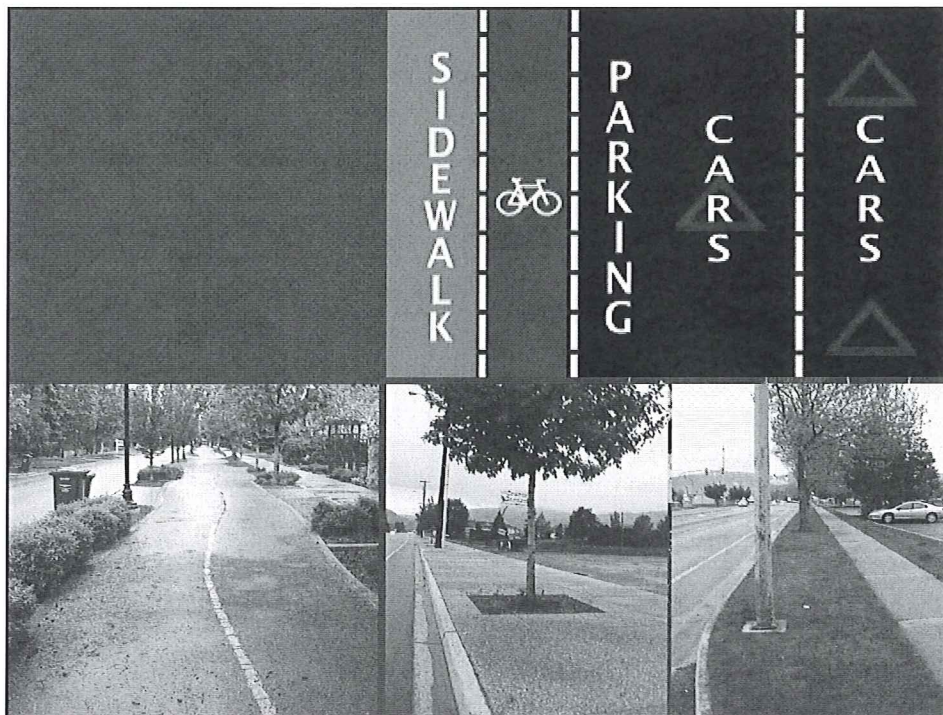


A Solution

Physically Separate Bike Lanes**

Copenhagen, Montreal, London, Paris, Holland, Sweden, Italy, Amsterdam, and just recently Vancouver.

** Bike lanes separated by cones, concrete barriers, or posts. Considered to be an 'on street greenway'. Have "Buffer Zones".



"Okay, maybe not the latest extreme sport, but this global activity has created groups all around the world and Japan boasts the largest active extreme ironing group.

EIJ, Extreme Ironing Japan, takes great pride in the sport of Extreme Ironing, which currently consists of 5 different styles of extreme ironing at this time: Freestyle, Urban, Rocky, Forest and Water."

