

# 2016 School Travel Plan

## *Our Lady of Lourdes Catholic School*

**Year 3**

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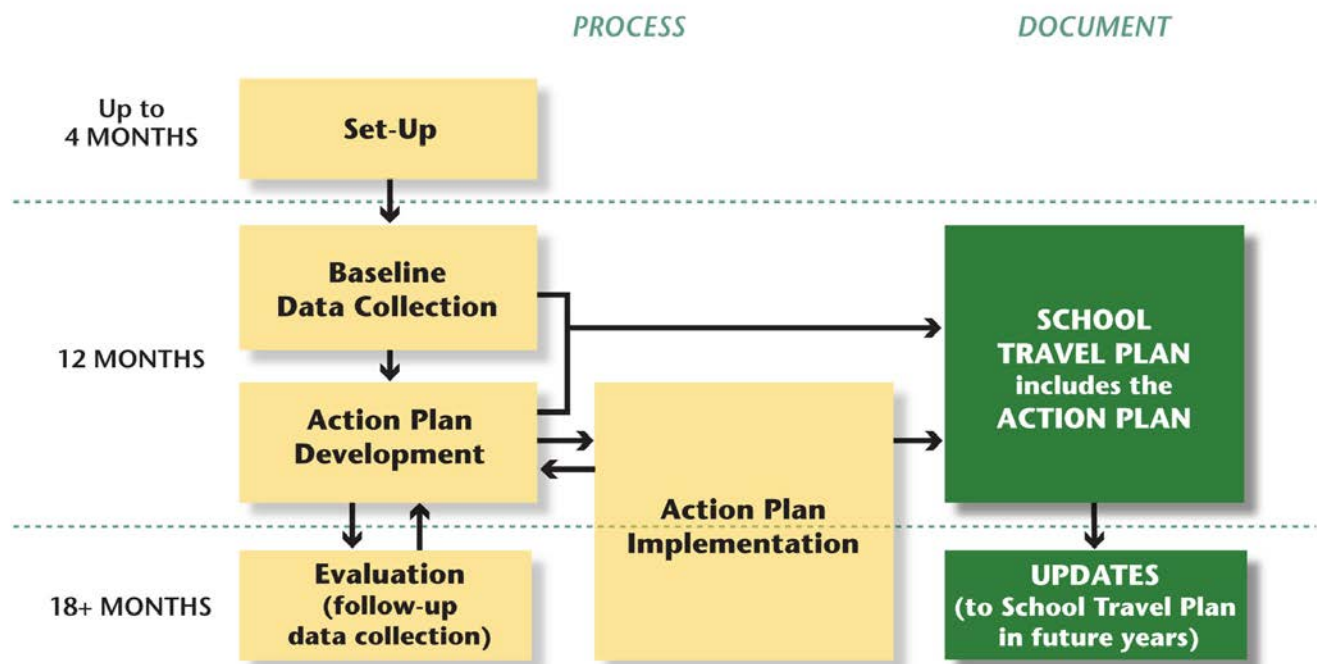
# *School Travel Plan*

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*About School Travel Planning*

A School Travel Plan is a living document belonging to the school. It will be revisited regularly in order to update the status of Action Plan items and to incorporate future Evaluation findings. It is part of a complete School Travel Planning process that has been successfully developed and implemented across Canada since 2007.



The national *Children’s Health, Mobility and Happiness: A Canadian School Travel Planning Model* project completed in 2012 used Active and Safe Routes to School programming combined with Transportation Demand Management principles to encourage active and sustainable 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 in an effort to reduce the health risk to children. Even before many Action Plan items had been fully implemented, by March 2012 some provinces saw a shift towards active travel of up to 6 per cent and some individual schools saw a shift of over 20 per cent.

Results from STP work between 2014-16 demonstrate that the STP program is a cost-effective intervention.

*When effectively coordinated and implemented STP can result in positive school travel behaviour change, and ultimately provide substantial economic, environmental and physical activity benefits.*

Green Communities work in Ontario shows that the STP model performs well in a variety of community settings – inner city, inner and outer suburbs, and rural. When travel mode data was combined with the actual costs of delivering STP the results were very encouraging: a benefit cost ratio of 2.4 after one year of implementation.

## *National 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' Canada Walks makes coordination of efforts and knowledge transfer between and among these organizations possible. This national website provides a wealth of resources with links to international and provincial/territorial organizations and their curriculum, as well as to campaigns that can benefit and complement a school's efforts for health promotion and environmental awareness:

[www.saferoutestoschool.ca](http://www.saferoutestoschool.ca)

Toolkit resources and flexible templates are available to use in every phase of the STP process. Find the toolkit at:

[www.saferoutestoschool.ca/school-travel-planning](http://www.saferoutestoschool.ca/school-travel-planning)

## *School Travel Planning Feasibility Study for Toronto*



Our Lady of Lourdes Catholic School (OLOL) is a participant in a larger School Travel Planning (STP) feasibility study, taking place over the 2014-2015 and 2015-2016 school years, in Toronto and Wellington Dufferin Guelph. The initiative has been supported by the Ontario Ministry of Education and the Canadian Automobile Association's South Central Ontario region. Additional funding for Toronto was provided by the Heart and Stroke Foundation, through a donation from RioCan, and from the Toronto stakeholders (Toronto District and Toronto Catholic School Boards, City of Toronto Planning and Transportation Services).



All results and photos from the first year of school travel planning at OLOL were compiled by Jennifer McGowan.



# School Travel Plan

About the School  
Updated July 2015

## School Profile

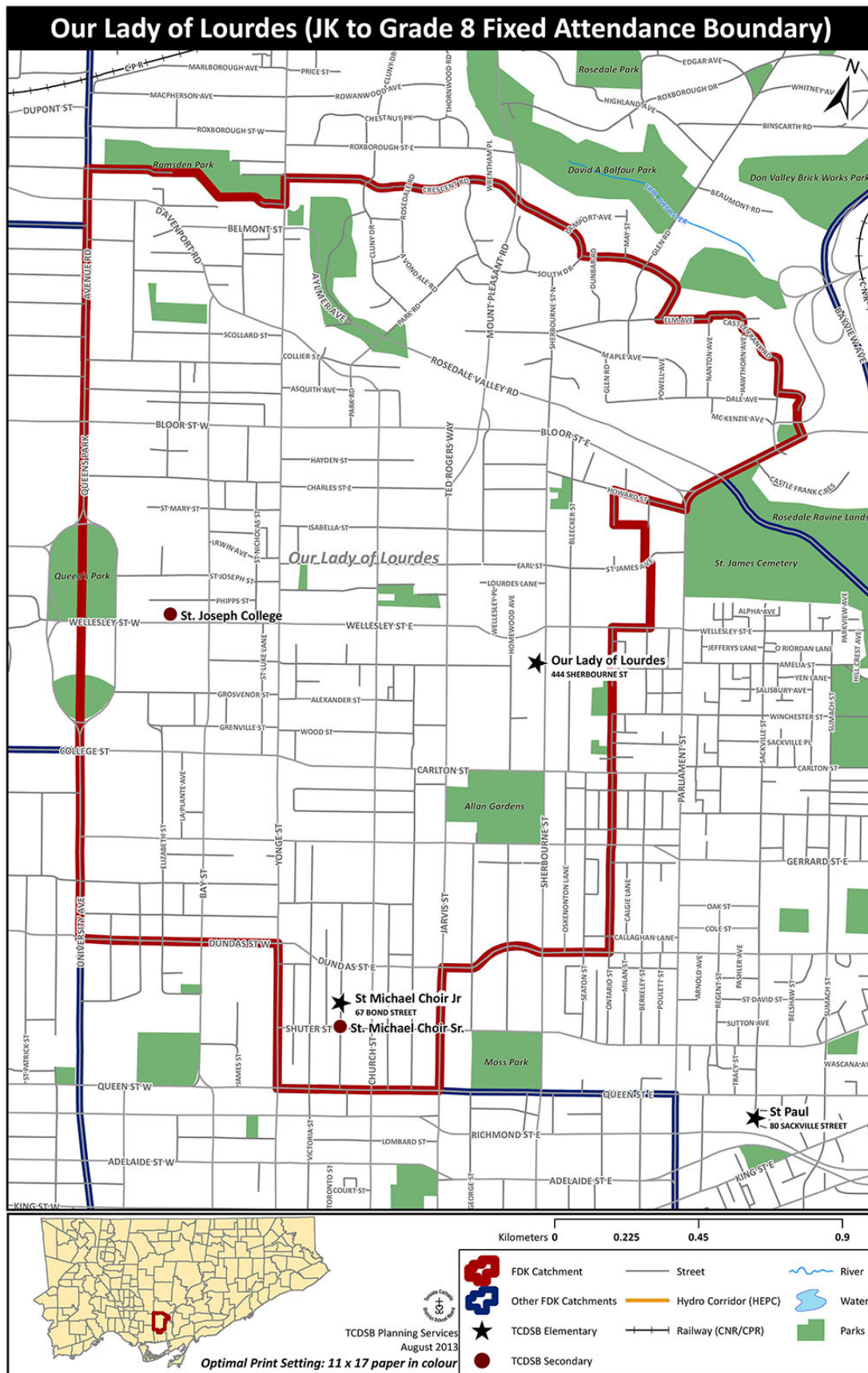
School Name	Our Lady of Lourdes Catholic School (OLOL)	
School Type, e.g. public, separate, private	Catholic	
Age of School / Year Opened	Founded: 1910, moved to its current location in 1989, new facilities in 2005	
Name of School Board	Toronto Catholic District School Board	
Number of Students	~619	
Number of Families		
Grades, e.g. K-6, K-8	JK – 8	
School Bell Times	8:30, 10:15-10:30, 11:35-12:35, 1:40-1:55, 3:00	
Number of Parking Spaces, staff/visitor	50 underground spaces, staff only	
Description of Location, e.g. city centre/suburban/rural	Downtown Toronto, serves students living in Wards 27 and 28 Police Division 51	
Is the school in a Neighbourhood Watch or Block Parent Community?		
% Bussed Students	18% based on 2014 Follow-up Hands-up Survey. School Bus Culture described in the <i>Travel Challenges Section</i> on page 11.	
Socio-Economic Description of Families	Low socio-economic, many new immigrant families	
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc.	<p>Student clubs:</p> <ul style="list-style-type: none"> <li>• French</li> <li>• Chess</li> <li>• PALS (Playground Activity Leaders In School)</li> <li>• Health Action Team</li> <li>• Eco-club</li> <li>• Social justice club</li> </ul> <p>Other Programs:</p> <ul style="list-style-type: none"> <li>• Empowered Student Partnerships (collaboration with Toronto Police Services)</li> <li>• Leave Out Violence (L.O.V.E.)</li> <li>• Roots of Empathy</li> </ul>	<p>Local After-School Programs available at:</p> <ul style="list-style-type: none"> <li>• Gerrard Learning Resource Center</li> <li>• Wellesley Community Centre, Toronto City Mission</li> <li>• CabbageTown Youth</li> <li>• Kiwanis Boys and Girls Club</li> <li>• Upper Canada College (specific classes)</li> <li>• Manulife Centre (specific classes)</li> <li>• Youth United in Visionary Action (St. James Town Youth Council)</li> </ul>
High-Level Description of Any Major School Travel Problems e.g. catchment size, driver behaviour, on local or connector road, traffic speed, heavy trucks, bussing wait times	The school is located at the intersection of two minor arterial roads: Sherbourne Street and Wellesley Street. There are concerns with the speed of motorists and cyclists.	

	<p>Key concerns:</p> <ul style="list-style-type: none"> <li>- High vehicle traffic: drivers not looking while turning</li> <li>- Litter</li> <li>- Mental health/addictions of people roaming the area, drug dealing</li> <li>- Homeless</li> </ul> <p>See <i>Travel Challenges Summary</i> section on page 7 for details.</p>
Existing Facilities At 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 school, transport arrangements to after school programs	<ul style="list-style-type: none"> <li>• ~40 out of area students</li> <li>• School bus drop-off zone at the back and front of the school (front bus drop off is for accessibility; it currently conflicts with the bike lane)</li> <li>• Crossing guards located at major intersections</li> <li>• Few bicycle parking facilities</li> </ul>
Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs	<ul style="list-style-type: none"> <li>• Public Health (pedestrian campaign) and Toronto Police Service run safety programs,</li> <li>• Walkabouts take place in physical education classes and in other classes to help students meet their daily physical activity.</li> </ul>
Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health	<ul style="list-style-type: none"> <li>• School participated in peer leadership program on pedestrian safety with TPH in 2012/13 school year.</li> </ul>
Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)	<ul style="list-style-type: none"> <li>• Paper newsletter</li> <li>• Website: <a href="https://www.tcdsb.org/schools/OURLADYOFLOURDES/Pages/Default.aspx">https://www.tcdsb.org/schools/OURLADYOFLOURDES/Pages/Default.aspx</a></li> </ul>
Other Information	<p>Literacy and numeracy, the school's main focus, is incorporated throughout the curriculum.</p> <p>Culturally diverse student population</p> <p>130+ active volunteers</p>



Photo Credit: Ryan Peterson @Lourdes\_tcdsb, December 11, 2014

Map of area covered by this School Travel Plan





# School Travel Plan

## Goals

### *School Travel Planning goals*

Throughout the STP process, stakeholders have identified the following goals for Our Lady of Lourdes Catholic School:

- Reduce congestion and increase safety at the school site
- Increase active school travel on the school journey

### *Key goals for this school*

Based on the Baseline Classroom and Family Survey findings, this school's key goals in order to assist the health and well-being of our students and families are:

1. Encourage more children to walk to school, especially those that live in the St. James Town neighbourhood
2. Hold Walk to School Days
3. Work towards infrastructure improvements in partnership with the City of Toronto
4. Educate children and their families about pedestrian safety in partnership with police and Public Health
5. Educate drivers and cyclists on crosswalk safety and build greater awareness of children walking to school

Specific action items are detailed in the Action Plan (see Appendix on page 20).





# School Travel Plan

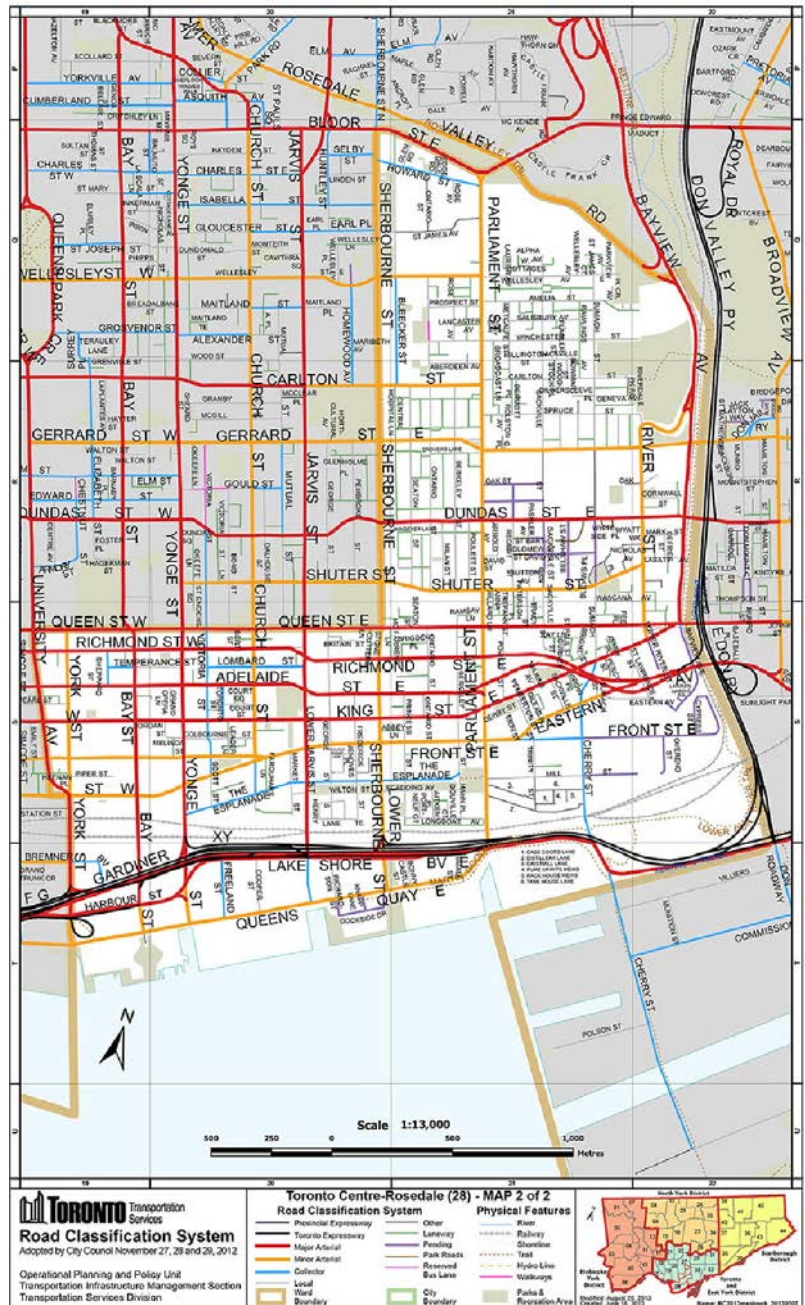
## Travel Challenges Summary

This section presents the main travel challenges at Our Lady of Lourdes Catholic School based on the results from the stakeholder walkabout, family surveys, student walkabout, discussions with school faculty, and additional research conducted throughout the first two years of the STP process. Further details can be found in the School Travel Plans for Years 1-2. Please see the Action Plan in the Appendix on page 20 for past and existing actions intended to facilitate improvements.

### School Siting

The street design around Our Lady of Lourdes Catholic School (LOL) enables high levels of vehicular traffic due to the school's proximity to two minor arterial roads: Sherbourne Street and Wellesley Street. Minor arterial roads are intended to move traffic and can accommodate for up to 20,000 vehicles per day and up to 5000 bus passengers per day<sup>1</sup>. Minor arterial roads have no truck restrictions and have speed limits ranging from 40-60km/h.<sup>2</sup>

Traffic levels are exacerbated by the school's proximity to the Don Valley Parkway (DVP) South exit which is used by drivers from different parts of the City and of the GTA. The DVP South exit towards Bayview Avenue/Bloor Street is less than five kilometres away from the school.



**Map on right: Road Classification Map for Ward 28**  
 Source: City of Toronto Transportation Services (2012). Ward 28 Toronto Centre-Rosedale Map 2. Retrieved from <http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Road%20Classification%20System/Files/pdf/2012/Ward%20Maps/ward28.pdf>

<sup>1</sup> City of Toronto Transportation Services (2013). About the Road Classification System. Available at <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=8a8d2118b7412410VgnVCM10000071d60f89RCRD&vgnextchannel=6f2c4074781e1410VgnVCM10000071d60f89RCRD>

<sup>2</sup> Ibid.

## Traffic Issues

The intersection at Sherbourne Street and Wellesley Street received the most comments in the baseline Family Surveys. These two-way streets have two lanes for vehicles (one in each direction) and protected bicycle lanes on both sides. This design limits space for traffic movement when delivery vehicles, waste collection trucks, and taxis pull over. The traffic is exacerbated by parents who drop off their children to school by vehicle.

Additionally, the accessibility bus has permission to stop in the bike lane in front of the school which further limits space for both drivers and cyclists travelling north/south on Sherbourne Street.



In terms of travel behaviour among other transport mode users, the baseline family surveys revealed concerns with drivers turning without checking for pedestrians as well as cyclists not stopping for pedestrians.

*This girl got hit by a car but the man just left her and kept on going.*

- Nicole, Health Action Team student during 2015 Student Walkabout

*I remember it was near a Book Bank\*...A lady was riding her bike and a car just drove over her and ran her over and instead of stopping, he rolled up to the sidewalk and I almost got hit.*

- Frances, Health Action Team student during 2015 Student Walkabout

\* The children's book bank is located southwest of Gerard Street and Parliament Street

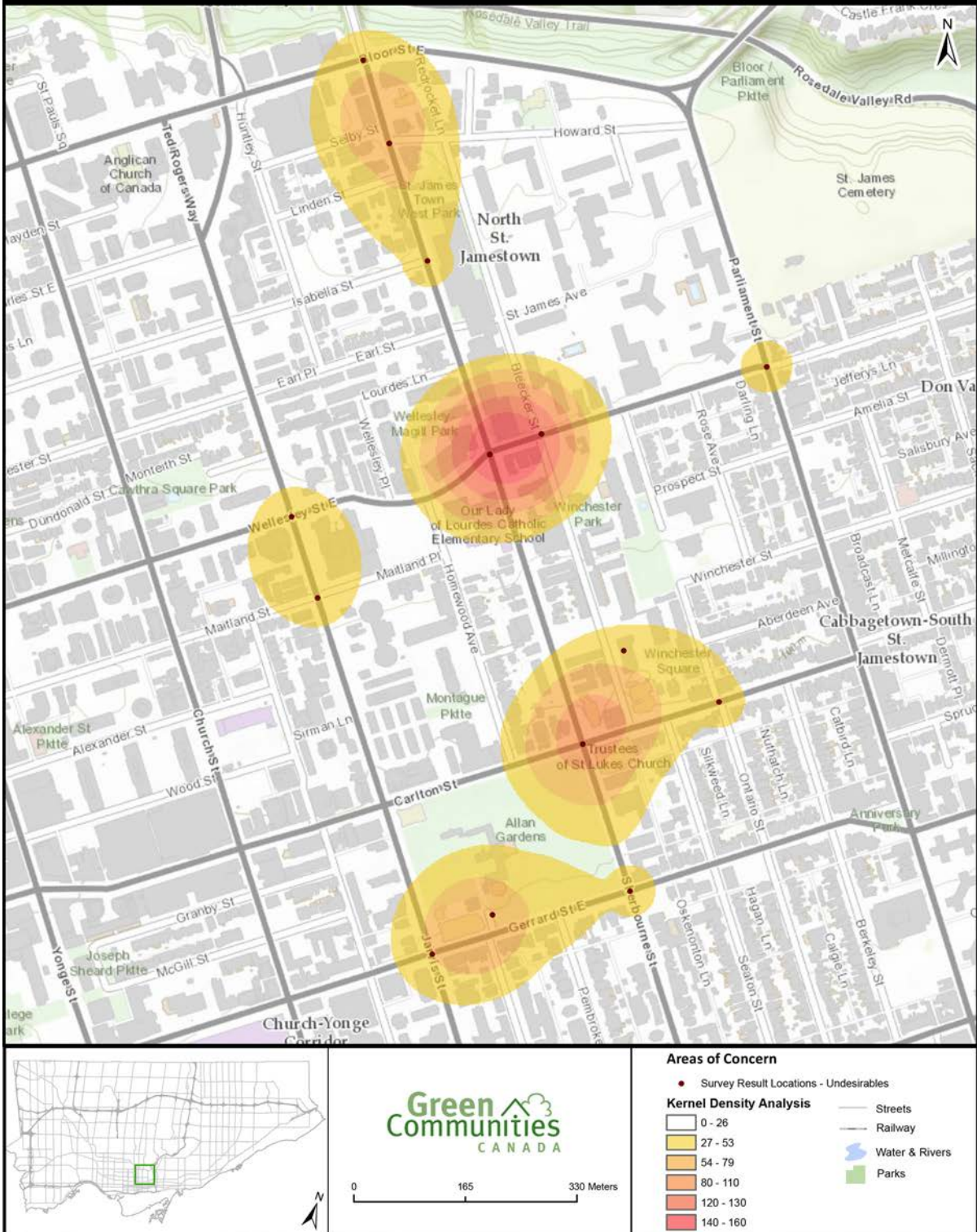
Although there are crossing guards, the first walkabout revealed that crossing guards do not start early enough for some students. Maps of locations that currently have crossing guards and of locations where they are needed (based on the family surveys) are found in the Appendix on page 31.

## Stranger Danger and Crime

The beginning of the walk to school is through an area that is not well travelled with lots of laneways, school yards, parks and other unsupervised areas. This area has lots of unfavourable people lingering about at early morning times. It's very unfortunate that busses were cancelled for 11 year olds this year.

- Parent of an 11-year-old boy who takes transit 1.6-3km to school and who walks from school, 2013 Baseline Family Surveys

### Our Lady of Lourdes Catholic School Kernel Density Analysis - Undesirables



In various parts of the neighbourhood, parents and students have expressed concerns with drug-dealing and drug use (even in the morning), people yelling, homeless people, shootings, and stabbings. The previous map illustrates areas with these problems identified in the 2013 Baseline Family Surveys. The baseline family survey respondents also expressed concerns with these issues in the Ontario Street extension, along Sherbourne Street and Bleecker Street between Wellesley and Howard Street, and along Wellesley Street and Carlton Street. The 2014 walkabout also revealed issues of bullying, intimidation, and loitering on Rose Avenue. With these issues in mind, many parents have said in the family surveys that they do not feel comfortable letting their child(ren), especially the younger ones, walk to school alone.

Further details can be found in the student walkabout in the 2014 School Travel Plan.

### Litter



**Broken glass at a building at Ontario Street and James Avenue**

Broken glass, cigarettes, needles, dog droppings, and food are often found throughout the neighbourhood. There are waste collection bins around the neighbourhood but not all seating areas have them nearby. There are also benches that have litter around them despite being beside waste collection bins. People also dispose of their waste in fenced off areas. The student walkabout revealed that much of the litter found in the Ontario Street extension comes from people with mental health and addictions issues smashing glass and from vendors leaving their items.

*Near my building [West of Ontario Street and Prospect Street] there is this little pool thing and people just smash glass... It's a little pool for little kids then after that I see little kids playing around that area I'm like, are they ever going to clean that up?*

- Nicole, Health Action Team student during 2015 Student Walkabout



**Cigarette butts and other litter left in the playground pavement**

*Some people outside at my building, they smoke cigarettes and they just throw it on the grass. Sometimes it starts a fire and someone has to put it out.*

- Frances, Health Action Team student during 2015 Student Walkabout

Students have said that children have tripped and fell on broken glass along the Ontario Street extension. The broken glass makes it difficult for students to move by bicycle, skateboard, and other types of non-motorized wheeling at the risk of ruining the wheels.

While the vendors do not sell food, there is a nearby convenient store located behind the Food Basics as well as a farmer's market at Ontario Street and St. James Avenue. Food litter in the neighbourhood has produced odours and attracted pigeons and their droppings, further deteriorating the walking experience.



**Vendors in the Ontario Street extension**



**Market at Ontario Street and St. James Avenue**



**Pigeons in the Ontario Street extension**



**Pigeon droppings in the playground**

## Bus Culture



**Bus Drop-off behind the school  
2013 Walkabout**

The school underwent large renovations in 2005 where students were bussed to a temporary school location on Gerrard Street. At that time, there were no buses allocated for OLOL. However, when the school reopened, the buses continued even though the longest walk for most student in the St. James Town neighbourhood is ~7 minutes long. The 2013 stakeholder walkabout revealed that it is actually faster to walk than to take the school bus because of the school bus route.

The baseline and follow-up surveys reveal that many parents still want their children to take the school bus, particularly after school, out of fear for their children's safety. There are parents who like to accompany their children to school but do not feel comfortable having their children walk to school unattended. Some parents stated that their children enjoy being with their friends on the bus.

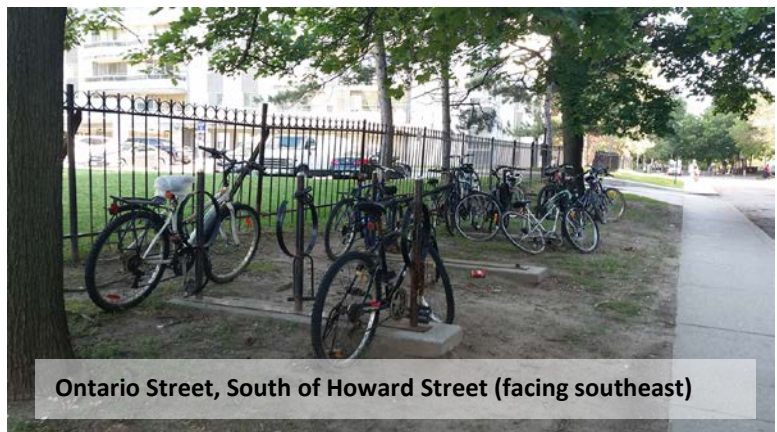
As of March 1, 2015, children ages 12 and under can ride the TTC for free. This presents another alternative to the school bus. However, given the wait times, crowding, and walking short cuts, it is likely still faster to use active modes of transportation to get to/from school.

## Cycling Infrastructure and Storage

Cycling is difficult in the neighbourhood due to the limited parking facilities and the litter.

There are limited bicycle parking facilities at the school and around the neighbourhood. The closest bicycle rack is a ring and post rack outside of the Domino's. Although there are ring and post bike racks on the east side of Sherbourne Street near the pedestrian crossing, it would be more convenient to have bike racks closer to school property so that students do not have to compete with people visiting nearby buildings for bicycle parking. Some of these bike racks on the east side of Sherbourne may require students cycling to either jaywalk or walk further to the pedestrian crossing or to the traffic light at Wellesley Street and Sherbourne Street.

The risk of bicycle theft may be a concern, given the level of crime in the neighbourhood. Additionally, much of the bicycle parking facilities available at nearby apartments are rusted or not secured into the ground, increasing the risk of bicycle theft. In Toronto Police Services Division 51, bicycle theft increased by 54% from 2011-2012 (323 reported thefts to 498).<sup>3</sup> The images below illustrate bicycle parking along Ontario Street. The left image was taken on May 4, 2016 and the right image was taken on August 2, 2016.



<sup>3</sup> <http://www.torontopolice.on.ca/publications/files/reports/2012statsreport.pdf>

Although there are protected bicycle lanes on Sherbourne Street and Wellesley Street, they sometimes have litter (particularly broken glass), which can potentially ruin the tires.

### Previous and Current Efforts

#### Neighbourhood Clean-up

On May 23, 2013, the St. James Town Community Corner, St. James Town Youth Council, UforChange, and City Hope hosted a community clean-up in memory of neighbourhood advocate and community leader, Gene Lara. Gene Lara was one of the founders of the St. James Town Safety Committee<sup>4</sup>.

Since then, the St. James Town Youth Council continues to organize clean-ups every year, providing free pizza or lunch for volunteers.

#### St. James Town Community Improvement Plan (CIP)

The St. James Town Community CIP aims to promote revitalization and placemaking. The site of concern is located within the boundaries of Bloor Street, Parliament Street, Wellesley Street, and Sherbourne Street—an area where many students reside with many pathways that they use to get to/from school. This plan focuses on creating “safer, accessible and animated open spaces and pedestrian connections”.<sup>5</sup> The City has conducted two consultations in 2015: one in June and another in October. They have been reaching out to the owners of the properties within the site as well as many other agencies and stakeholders. Many of the streets brought up in the walkabout and student walkabout are within the plan’s key priorities. The map and photos below illustrate potential improvement options for Ontario Street. They have been taken directly from the St. James Town CIP Consultation on October 28, 2015.

The image is a composite of three parts. On the left is a map of St. James Town showing streets like Bloor St E, Howard St, Sherbourne St, and Wellesley St E. It highlights 'Key Priorities' with blue dashed arrows for 'Primary Pedestrian Connections' and orange dashed arrows for 'Secondary Pedestrian Connections'. Green shaded areas represent 'Open Space Linkages'. The top right is a photo titled 'Current State of the Ontario Street Extension (Facing South)' showing a wide, somewhat empty street. The bottom right contains two photos titled 'Potential Improvements for the Ontario Street Extension', showing a more vibrant, pedestrian-friendly street with trees, benches, and people walking.

<sup>4</sup> Skinner, Justin (2013). "Cleaning up St. James Town for advocate Gene Lara". *Inside Toronto*. Retrieved from <http://www.insidetoronto.com/news-story/3241404-cleaning-up-st-james-town-for-advocate-gene-lara/>

<sup>5</sup> City of Toronto (2015). St. James Town Community Improvement Plan [PowerPoint slides]. Available at <https://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/S/St.%20James%20Town%20CIP%20October%20Presentation.pdf>

Below are the successes from the first two years of School Travel Planning at OLOL. Year three accomplishments can be found in the *Completed Action Plan Items* section on page 16.

### STP YEAR 1 PROGRESS 2013-2014



Identifying the issues



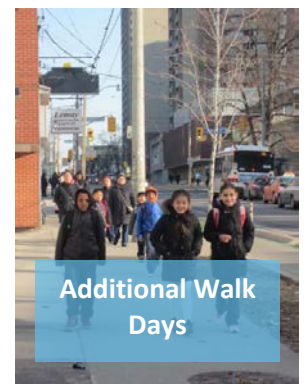
Creating an action plan



Involving students



Winter Walk Day 2014



Additional Walk Days

*Walking makes my child healthy. Walking to school is also a time to have a great conversation with my child. It is also a learning process how to use the road properly*

- Parent of a 6-year-old boy who walks 0.51-1.59 km to/from school. Follow-up family surveys 2014.

Photo Credit: All photos from Year 1 (above) were taken by Jennifer McGowan.

### Year 2 Progress 2014-2015



Dress-up Mr. Peterson Activity



Winter Walk Day 2015



Student Walkabout 2015



Clean-up at Nike Park



Increased Green Time on Sherbourne Street at Wellesley Street

### Survey Response Rate

Time Period	# of Responses	
	Hands-Up Survey	Family Survey
Baseline (December 2013)	2213 (TO school) 2155 (FROM school)	189
Follow-up (October 2014)	2716 (TO school) 2739 (FROM school)	131
Second Follow-up (October 2015)	1678 (TO school) 1614 (FROM school)	none

During the first two years of STP, OLOL had students from the Health Action Team conduct the surveys. In October 2015, the classroom survey was e-mailed to teachers for them to collect the data. Hard copies of the family survey were distributed in the first two years while this year, it was available online, yielding zero responses.

Due to the work-to-rule action under the Toronto Elementary Catholic Teachers' Union, surveys could not be collected in June 2016. For this reason, this section analyzes the results from baseline up until October 2015.

Period	Survey Date	Weather				
		Monday	Tuesday	Wednesday	Thursday	Friday
Baseline	December 2-6, 2013	Foggy, overcast 4°C	Sunny, 3°C	Overcast 7°C	rain 10°C, no precipitation	Cloudy 2°C, no precipitation
Follow-up	October 27-31, 2014	Frosty morning, mix of sun and cloud, 13°C	20°C, sun and cloud, evening rain	mild, overcast, 11°C, afternoon rain	9°C sunny	8°C, wet, windy
2nd Follow-up	October 19-23	5°C, no precipitation	10°C, no precipitation	12°C, no precipitation	9°C, no precipitation	5°C, no precipitation
	October 26-30, 2015	4°C, no precipitation	6°C, no precipitation	10°C, crazy storm	10°C, no precipitation	6°C, no precipitation

During the two years of participating in the STP process, Our Lady of Lourdes Catholic School (OLOL) gradually decreased the percentage of students getting to/from school by vehicle and diversified the types of active transportation used. A year one priority was to encourage families who were being bussed a very short distance to try walking.

OLOL organized multiple walking events in the baseline year, which increased the number of students walking to school and is reflected in their follow-up surveys. The encouragement and opportunity to socialize at walking events throughout the process gave families the incentive to walk together to school. Parents expressed that walking allowed them to spend more quality time with their children in a healthy way.

The October 2015 survey results show an **increase in the percentage of students using transit** which may be attributed to the Toronto Transit Commission offering free public transit for children 12 years of age and under, as of March 1, 2015.

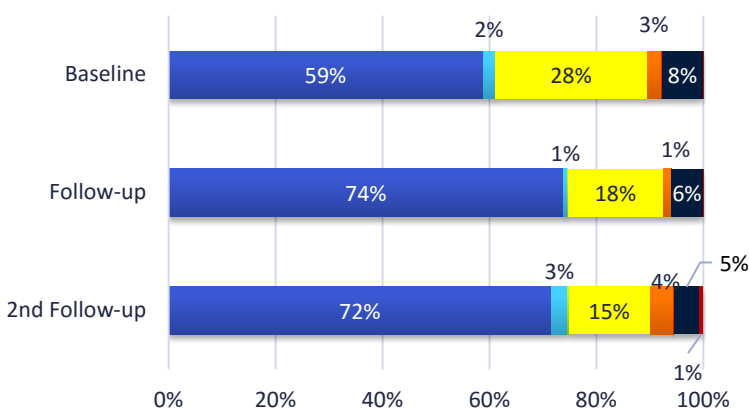


Despite the decrease in the percentage of students walking between the follow-up surveys and year two surveys, OLOL successfully **increased the overall percentage of students walking to school by 12.9% and from school by 9.1%**. The October 2015 survey results reveal that an average of over 200 students walk to/from OLOL each day. The most popular walking days were Thursdays for TO school trips (since walking promotion events often took place on a Thursday) and Monday for FROM school trips.

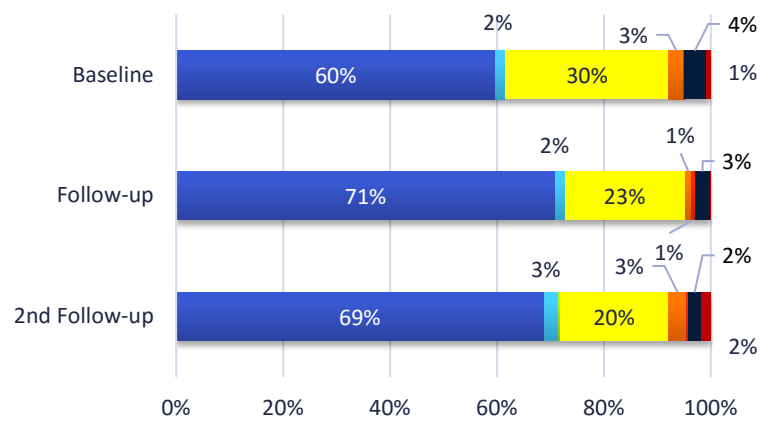
There was also an **emergence of skateboarding and scootering to school** as well as a slight increase in students walking to school part-way. Walking part-way may mean combining walking with being driven or TTC.

The percentage of students getting to school by school bus is expected to further decrease as a result of the school board’s decision to remove buses for students living within 1.5 km away from the school. Details can be found on page 17.

**Our Lady of Lourdes  
Total Travel Mode Share TO School**

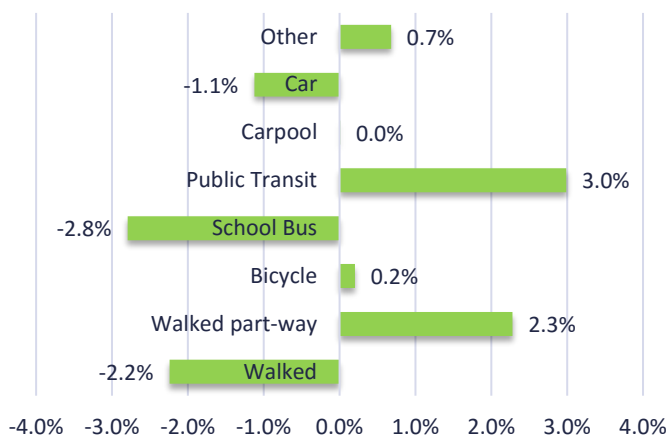


**Our Lady of Lourdes  
Total Travel Mode Share FROM School**

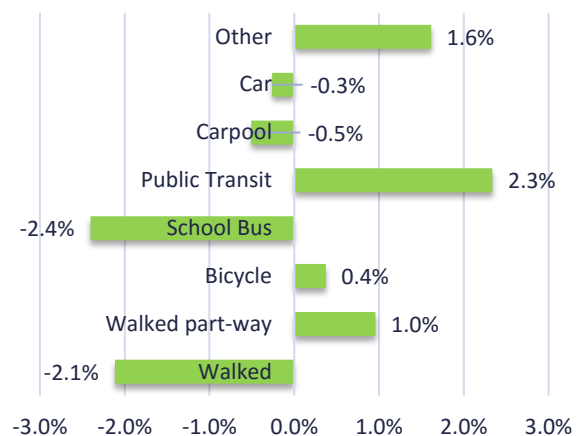


Legend: Walked (Blue), Walked part-way (Cyan), Bicycle (Green), School Bus (Yellow), Public Transit (Orange), Carpool (Red), Car (Dark Blue), Other (Dark Red)

**OLOL Travel Mode TO School  
2nd Follow-up vs 1st follow-up**



**OLOL Travel Mode FROM school  
2nd Follow-up vs 1st follow-up**



## Completed Action Plan Items 2015-2016



IWALK 2015



Winter Walk Day 2016



Fixed Playground, northwest of Ontario Street and Wellesley Street

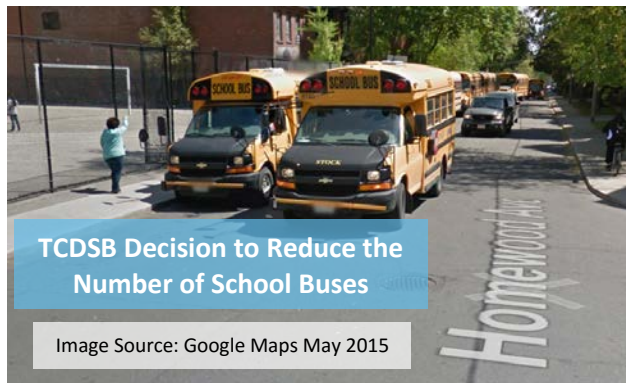
May 2015



May 2016



Health Action Team Presentation to Councillors and City Staff



TCDSB Decision to Reduce the Number of School Buses

Image Source: Google Maps May 2015

The school and overall community have worked very hard in encouraging walking and in identifying and addressing broader factors affecting students' walking experience.

## **IWALK-IWHEEL Day 2015**

On October 22, 2015, Principal Mr. Peterson, Mr. Longo and a couple other teachers cheerfully distributed stickers to students who walked or wheeled to school. Constable Lynne Robertson then arrived and also greeted students.

## **Winter Walk Day 2016**

In early March, the snow came back just in time for OLOL to celebrate Winter Walk Day! Since the school bus was out of service for the day, several families walked with their children along the snowy sidewalks. More students came with hoods, mittens, scarves, and snow pants compared to last year. Mrs. O'Brien, Mr. Longo and a few other student and teacher volunteers greeted students who walked to school with stickers. There were many students who arrived late due to the bus situation yet many of them still received stickers from their STP Facilitator because they chose to walk instead!



## **Fixed Playground northwest of Ontario Street and Wellesley Street**

Last year's student walkabout revealed the dangers of playing in the playground because of the structures' broken parts, litter, and graffiti. About a year later these structures were fixed and a lot of the litter and graffiti was removed.

## **Health Action Team Presents to Councillors and City Staff**

Health Action Team students, Ralph Bautista, Nicole Nyamayaro and "Lee" (name changed) along with phys. ed. teacher, Marie O'Brien, went to City Hall to share the concerns revealed in the past student walkabouts. City staff and representatives from Toronto Community Housing Corporation, Councillor Pam McConnell and her office, and Councillor Kristyn Wong-Tam's office, listened as students discussed issues with litter, maintenance, and the people who hang around the area by Food Basics. The students also talked about improvements and issues that still require attention. TCHC, Councillor McConnell and City Staff then talked about their previous and current work to address these issues, including the St. James Town Community Improvement Plan. As a welcoming gift and token of appreciation, Councillor McConnell's office gave City of Toronto pins to students at the end of the presentation. Thanks to the Health Action Team, students' feedback will be considered in the Plan in addition to other work being done in the area around Food Basics.

## **TCDSB Decision to Reduce the Number of School Buses**

Respecting the TCDSB's policy on school buses, the board stopped providing bussing for students living within 1.5 km from their school. Students who cross hazards or who have special needs or a medical condition that prevents them from walking to school, will still receive bussing. Trustee Jo-Ann Davis is encouraging families at schools in her Ward to start a Walking School Bus and explore opportunities for walking programs and other related active and safe routes to school activities, including School Travel Planning.

At the same time, Trustee Jo-Ann Davis has motioned to review the school attendance area boundaries around OLOL and St. Paul Catholic School so that students can attend a school within a walkable distance.



# School Travel Plan

## Members and Endorsement

### Committee members

#### Members of the School STP Committee 2014-2015

Principal: Ryan Peterson

VP: Sandy Gunter

Teacher Representatives: Robert Longo, Marie O'Brien

Students: Health Action Team Students Ralph, Nicole, and "Lee"

#### Members of the Municipal Stakeholder Committee, and advisory persons

TDSB/TCDSB Transportation: Kevin Hodgkinson and Sheila Dove

TCDSB Planning: Adam Brutto

City of Toronto Traffic Operations: Roman Oleksij

Toronto Police 51 Division: Constable Lynne Robertson

Public Health: Vivian Lo

Elected Councillors: Pam McConnell and Kristyn Wong-Tam

Constituency Assistants: Sean McIntyre and David Simor

School Trustee: Jo-Ann Davis

Heart & Stroke Foundation: Colleen Hill

University of Toronto PhD Candidate: George Mammen

STP Facilitator: Armi De Francia

### Endorsement

The School Travel Plan for Our Lady of Lourdes Catholic School has been endorsed by Principal Ryan Peterson on behalf of the school, and by key representatives of the Municipal Stakeholder Committee.

School Principal: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Lead representative of the  
Municipal Stakeholder Committee: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_



# School Travel Plan

## Annual Update

Principal

Municipal Lead

End of **Second** Year <Insert date> \_\_\_\_\_

\_\_\_\_\_

End of **Third** Year <Insert date> \_\_\_\_\_

\_\_\_\_\_

End of **Fourth** Year <Insert date> \_\_\_\_\_

\_\_\_\_\_

End of **Fifth** Year <Insert date> \_\_\_\_\_

\_\_\_\_\_

[Note: More dates can be added]



**Walkabout Participants**

The walkabout for Our Lady of Lourdes Catholic School took place on December 18, 2013. Walkabouts inform the Travel Challenges section and the Action Plan (see below).

**Participants:** Bob Longo (Phys Ed Teacher), Marie O’Brien (Phys Ed Teacher), Kevin Hodgkinson (TCDSB/TDSB Transportation), Jo Nazar (Principal), David Simor (Councilor Wong-Tam’s Office), Sheila Dove (TCDSB/TDSB Transportation Safety), Julie Brandsma (PHN), Megan ? (PHN), Jennifer Lay (Metrolinx), Roman Oleksij (Traffic Engineering, City of Toronto), Jennifer McGowan (STP Facilitator, Green Communities Canada)

**Action Plan**

Completed items are highlighted in dark grey.

**Potential Motto Brainstorm:**

**Our Lady of Lourdes CS STP Committee Purpose Statement:**

Walk to the Beat, Beat the Bus

“Walking is the norm!”

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Monetary Cost & Source of Funds	Status
<b>Objective 1: To encourage more students to actively travel to and from school</b>					
Encourage Informal Walking Groups/Walking School Busses	<ul style="list-style-type: none"> <li>-send home information about the importance of walking (every month in the newsletter, once the new website is created could put on there)</li> <li>-informal bus chats at bus stops with parents? Bring them hot chocolate?</li> <li>-Identify those that are walking: could call students down from each building - “little buddies” could encourage older students to start walking with younger kids. Could send</li> </ul>	<ul style="list-style-type: none"> <li>George will help with info bits</li> <li>Public Health?</li> <li>Theresa at front desk knows a lot about families</li> </ul>	<ul style="list-style-type: none"> <li>On going</li> <li>Spring 2014</li> </ul>		

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Monetary Cost & Source of Funds	Status
	info sheet home (encourage parents to exchange info with other parents, "my 5", add safety piece)				
Promote walking to Primary parents and families as they enter OLOL (they no longer get busses)	-Share information at Primary Information Night  -send home information/put information in Primary Parent Packages	George	Before May 7 (when info night is)		
At least two annual Walk Days	Winter Walk Day (February) Promote walking in the winter!, International Walk to School Month (October), plus walking events every month, "Move in May"	School to promote, partners to support	Winter Walk Day: Every February or early March  IWALK-IWHEEL every October		Complete for 2016
Promotion Assemblies			February 14, 2014 and ongoing?		Complete for 2014 and 2015
Earlier supervision in the yard	With fewer busses teachers could be freed up to supervise earlier?	EA's could start at 8am?			
Lower bus age		Jo=Ann Davis			School bus has been removed for students living within 1.5 km from the school.
<b>Objective 2: To create clear and safe accessible routes to school</b>					

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Monetary Cost & Source of Funds	Status
Infrastructure -on school property	Bike racks underground for teachers  Bike racks for students-off Homewood on School Property (small space possibly available)	Jen to look into possible sources for racks  Ask Kevin			No space for bicycle racks. See page 33.
Infrastructure improvements on routes to school – off school property	<p>“Walking Route” signage on routes to school</p> <p>figure out the common routes. Where do we want students to cross? Make sure best route for visibility.</p> <p>Crosswalk behind school</p> <p>Keep an eye on this – buss drop offs would need to change. Blessed Sacrament did this, so look to their example.</p> <p>Crossing signal timing increase needed at Sherbourne St. and Wellesley St.</p> <p>Flashing signal at bike sight level for crosswalks that cross bike lanes</p> <p>Create a no right turn on red at Sherbourne and Wellesley</p>	<p>Sheila will ask School Safety Committee about signs</p> <p>Kevin and Roman- Councillor offices and Roman</p> <p>Roman and Councillors</p> <p>Roman and Councillors</p> <p>Roman and Daniel Eagan (Manager of Cycling Infrastructure)</p> <p>Roman and Councillors</p>	<p>Spring 2014</p> <p>Future?</p> <p>ASAP</p> <p>ASAP</p>		<p>Completed 2015</p>

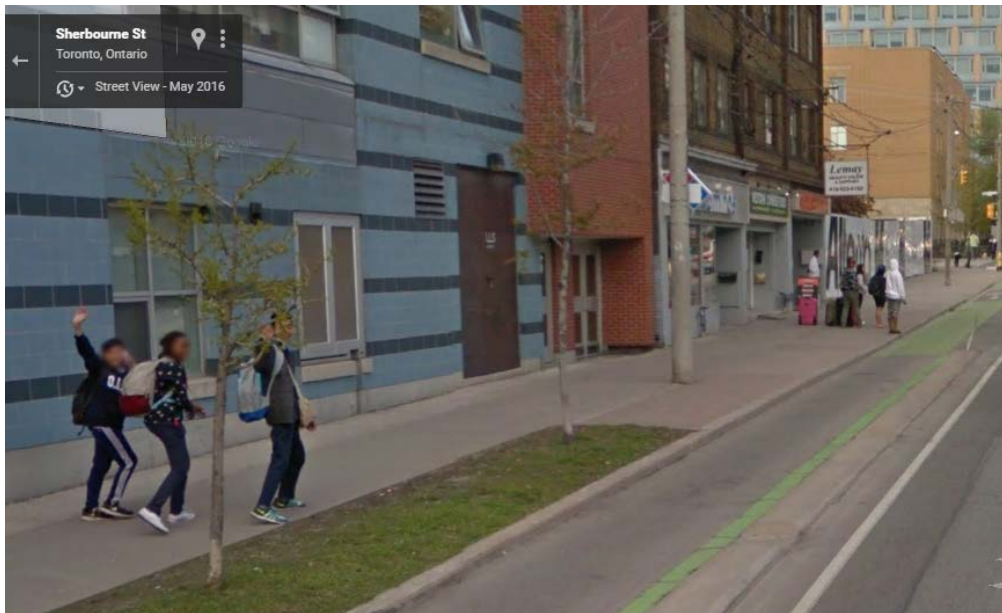


Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Monetary Cost & Source of Funds	Status
	Community Safety Zone? Flashing lights with signs	Currently under review could ask to be a case study (Jacky knows more about this)	ASAP		
<b>Objective 3: To make the community more aware of active transportation and school travel planning</b>					
Hold a Pedestrian, Motor Vehicle, and Cycling awareness day.	Students could hand out thank you notes to cyclists and vehicles that follow the rules of the road supported by the Police, possibly Cycle Toronto, etc.	Partner with Cycle Toronto Ward Group, Police  Parents could get Timmies cards to hand out?	Spring 2014? During Bike to Work Week? (possibly May 28 <sup>th</sup> or sometime that week?)		
Regular spot in monthly OLOL newsletter	Add a small fact or blurb on Active Travel to the OLOL newsletter each month  E.g. profile families who walk (call out to parents), how long does it actually take to walk 1.6km, connections between physical activity and greater ability to learn/pay attention	George	Ongoing		
Presentation to parents	Give a presentation on STP at OLOL parent events on data results, planned activities, etc.  Curriculum night in Sept.  Kindergarten night on May 7 <sup>th</sup> , 2014-invite police to have an info table	George to create info sheet/presentation  Police to set up info booth?	May 7 <sup>th</sup> , 2014  Sept. 2014		

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Monetary Cost & Source of Funds	Status
	<p>“we are a walking school”</p> <p>Have the walking school song</p>	Marie and Bob			
Information on the announcements	Continue to have students share facts and info about walking on the announcements	HAT, Bob, Marie and George to supply facts	Ongoing		Completed 2015 at Winter Walk Day.
Presentation to TDCSB and ongoing regular updates	<p>Discuss savings \$40,000 per bus off the road</p> <p>Present at phys ed conference</p>	<p>Jo with Jo-Ann Davis support?</p> <p>Bob and Marie</p>	Spring 2014?		
<b>Objective 4: To build skills in and knowledge of the importance of active transportation</b>					
Bring curriculum connected pedestrian and bike safety training to OLOL	<p>Examples: Skills and Safety Education (Making Tracks in partnership with community members, police, teachers?) for Pedestrian, Scooter, Cycling, etc.</p> <p>Education <a href="http://saferoutesns.ca/index.php/special/making-tracks/">http://saferoutesns.ca/index.php/special/making-tracks/</a></p> <p>Toronto Public Health street safety program</p> <p>Teachers taking students on walks</p>	<p>George and Jen to collect ideas</p> <p>Public Health-interested in continuing program?</p> <p>Interested teachers</p>	<p>Spring or Fall 2014</p> <p>Ongoing</p>		
Other curriculum connect programs	Carbon Footprint (Kevin has program for carbon footprint of buses)	Kevin	Spring 2014?		

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Monetary Cost & Source of Funds	Status
<b>Objective 5: To monitor effectiveness of initiatives and revise School Travel Plan annually</b>					
Conduct Baseline and Follow up Data Collection Year One and Year Two	Classroom Hands-Up Surveys, Family Surveys	HAT and George are conducting hands up surveys three times a month  School to conduct family once a year?  George conducting bus surveys every month	Three times a month  Every Fall?  Ongoing		October 2015 surveys complete. Unable to collect surveys in June 2016 due to teacher action.
Walkabouts (include partners and students)	May 15-Invite students to take photos and then could present their findings to Jennifer Keesmaat?	All	December 2013  May 15 <sup>th</sup> , 2014		Walkabout completed December 2013, Student Walkabout completed May 2014 and May 2015. HAT students presented to Councillor McConnell's office, Councillor Wong-Tam's office, TCHC, and City of Toronto Planning
STP document and action plan	Creation of the STP 'living' document	Jen	Spring 2014		Complete
Monitor transportation modes in future years	Conduct Classroom Hands-Up Surveys	School	Ongoing		Complete for 2015

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Monetary Cost & Source of Funds	Status
Update STP report yearly	<p>Oversee the implementation of Action Plan items and track the actual timing and cost of initiatives versus planned</p> <p>Update the action plan and STP report with additional actions, interventions, stories, data and events yearly</p>	<p>All, Jen</p> <p>TBD-School</p>	Ongoing		Complete for 2016



Google Streetview image of what appears to be HAT students leaving school after their presentation to City staff.

Image was taken in May 2016, the same time as this event.

Source:

<https://www.google.ca/maps/@43.666175,-79.3742972,3a,75y,354.46h,69.5t/data=!3m6!1e1!3m4!1seLVJcxFvKhUli9yrn19bPA!2e0!7i13312!8i6656!6m1!1e1>

## Summary of Student Walkabouts

As School Travel Planning fundamentally aims to promote active and sustainable modes of transportation to improve students' health, student input in the process is extremely valuable. Student walkabouts allow students to identify which routes and spaces are used by them and their peers, how they interact and use these routes, and their perceptions on using them. Student walkabouts can also reveal factors influencing the level of convenience, comfort, safety, and overall experience of how students get to/from school.

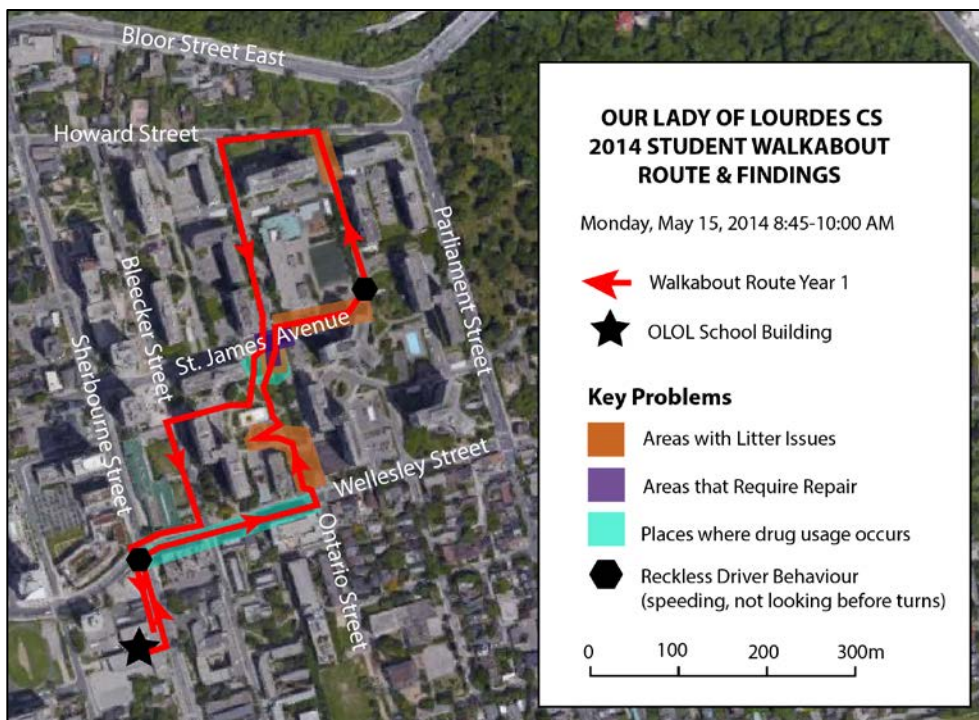
In the first student walkabout, conducted by George Mammen, four students from the Health Action Team (HAT) showed typical routes, shortcuts, and safer alternative routes that students take to get to and from school. Student participants explained that sometimes they take longer routes to avoid “scary people” (people yelling, setting off fireworks, loitering, drinking, smoking, breaking into the donation box, and breaking glass). The student walkabout also revealed the impact of litter (particularly needles, diapers, and dog droppings), garbage odours, graffiti, and deteriorating/unmaintained properties and infrastructure, on their walking experience. These issues were raised particularly along the Ontario Street extension, yet students still feel safer walking along this route compared to other parts of the neighbourhood. An overview of the results from the first student walkabout is illustrated in the map below. Details can be found in the Year One School Travel Plan Report.

**DATE OF 1<sup>ST</sup> STUDENT WALKABOUT:** May 15, 2014, 08:45 – 10:15AM

### 1<sup>ST</sup> STUDENT WALKABOUT ROUTE AND OVERVIEW OF FINDINGS

#### PARTICIPANTS:

Ralph, HAT student  
Samson, HAT student  
Duke, HAT student  
“Lee” (name changed), HAT student  
Robert Longo, Phys Ed Teacher  
Marie O’Brien Phys Ed Teacher  
Julie Brandsma, Public Health Nurse  
George Mammen, University of Toronto PhD Student  
Joanna, Parent  
Michael Bethke, Vice Principal  
Jennifer McGowan, STP  
Facilitator Green Communities Canada



Given the value of students' first-hand ongoing daily experiences and the low level of difficulty in implementation, OLOL conducted a second student walkabout in May 2015. More students, including female students, participated in the second walkabout, providing additional perspectives while following-up on any issues identified in the previous student walkabout. Students revealed the positive aspects of infrastructure (some new and some that existed during the previous walkabout), more severe types of crime, more severe types of traffic incidents, and some of the causes of the litter in the Ontario Street extension. Many of these issues were on private property, meaning that the City's 311 service cannot resolve them.

**DATE OF 2<sup>ND</sup> WALKABOUT:** Monday, May 4, 2015, 11:15-11:45AM

With permission and assistance from the Principal, the second student walkabout took place on May 4, 2015 with representatives from the Health Action Team and Phys. Ed. Teacher, Robert Longo.

**WEATHER:** 22°C, sunny, started getting cloudy, started raining around 11:40

**PARTICIPANTS:**



- \*Ralph, HAT Student
- \*Samson, HAT Student
- \*Duke, HAT Student
- \*"Lee", (name changed) HAT Student
- Nicole, HAT Student
- Fyona, HAT Student
- Frances, HAT Student
- \*Robert Longo, Phys Ed. Teacher
- Armi De Francia, STP Facilitator
- \*Participants who were present in the first student walkabout

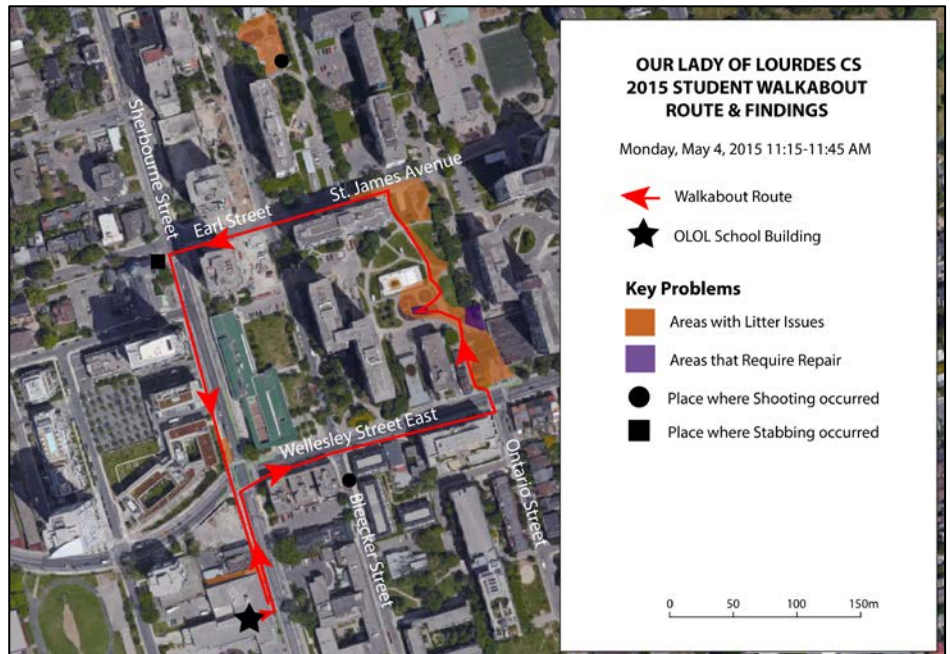
**2<sup>ND</sup> STUDENT WALKABOUT ROUTE AND FINDINGS**

**Improvements**

- Students feel safer with the bike lanes
- New development and construction is bringing open space and vertical park space

**Issues that still need to be Resolved**

- Litter in the laneways and around buildings (cigarettes, broken glass, needles, dog droppings)→ Need to look at litter bins available and where they are placed
- Crime: shooting, stabbing, vandalism, drug use
- Need to fence off ventilation grills
- Need to instill a better sense that laneways are part of private property?



**Opportunities**

- Gathering spaces with seating along the Ontario Street Extension between Wellesley and St. James Avenue
- Clear, visible bike lanes
- Mixed-use buildings and nearby community centres

## Infrastructure Requests

Requests sent May 12, 2014	Status as of July 2016	Details and other actions needed
<p>Make walking routes more visible. Also some signage is missing or improper as noticed on the walkabout. Possible solution: “Walking Route” signage on routes to school-figure out the common routes. Where do we want students to cross? Make sure best route for visibility. Replace or add appropriate signage where needed.</p>	<p><b>Requires follow-up</b></p>	<p>School Route sign, as part of Walking Route Program, developed by GCC in partnership with the City of Toronto sent to the councillors. Rejected by the Manager of Cycling Infrastructure. Not possible to have this on arterial roads (Sherbourne, Wellesley, and Gerrard Streets) but may be possible to have these signs in residential streets. Safety and Mobility Committee at Transportation Services has deferred their decision on walking route signage until after the completion of the Road Safety Strategic Plan. Awaiting decision.</p>
<p>Classes (on the way to church) and students on the way to school do not have enough time to cross the road at lights along Sherbourne St., especially at Wellesley St. Possible solution: Pedestrian crossing signal timing increase needed at Sherbourne St. and Wellesley St. and possibly other locations at certain times of day.</p>	<p><b>Complete: Confirmed at April 2015 Meeting</b></p>	<p>North/south signal times increased to 35 seconds of green time during peak hours and 29 seconds during off-peak hours.</p>
<p>Drivers are turning the corner too quickly at Sherbourne and Wellesley/not looking for pedestrians. Possible solution: Create a no right turn on red at Sherbourne and Wellesley? Either all day or at certain times of day?</p>	<p><b>Rejected</b></p>	<p>Currently not feasible because of capacity constraints. Councillor McConnell can come back to this issue.</p> <p>Tina (Councillor Wong-Tam’s assistant) will look further into this. Requires follow-up</p>
<p>Cyclists are not always stopping at crosswalks along Sherbourne St. Possible solution: Crosswalk flashing light may not be as visible at cyclist level? Could add a flashing signal at bike sight level for crosswalks that cross bike lanes?</p>	<p><b>Requires follow-up</b></p>	<p>Not sure what this looks like. Currently investigating available options. Install bicycle actuated signals?</p>
<p>No safe crossing at Homewood Ave. and Maitland Pl. (behind the school). Possible solution: Add a crosswalk behind school? We should keep an eye on this – bus drop offs would need to change. Blessed Sacrament did this, so look to their example.</p>	<p><b>In progress: Requires follow-up</b></p>	<p>Cycling infrastructure installation is complete—Traffic study to take place before the end of the school year. Planning to install either a pedestrian crossing device or an all-way stop. If results show a need/demand for pedestrian crossing device or all-way stop control, this will be brought up in the next Community Council date. Full process, including installation, is expected to take a year.</p>
<p>Possible interest in bicycle parking on City of Toronto property, especially along the sidewalk near the front of the school (for both students and especially visiting adults). There is not a lot of school property space for bike racks. Access for the access-a-bus would need to be maintained.</p>	<p><b>Rejected.</b></p>	<p>Discussion with the school, TCDSB, TSTG, and City Planning took place on February 5, 2016. It is difficult to find space for bicycle parking on school property. Stefan requested for ring and post parking from the City. Additional details can be found on page 33.</p>
<p>Interest in a Community Safety Zone? Flashing lights with signs-pilot studies in other areas-St. James Town could be another pilot study?</p>	<p><b>Pending. Requires follow-up</b></p>	<p>Awaiting the results from the School Safety Zones pilot project.</p>

**CLEAN-UP REQUESTS TO 311**

<b>Location</b>	<b>Issues</b>	<b>Request #</b>	<b>Expected Completion Date</b>	<b>Status</b>	<b>Details and other actions needed as of July 2016</b>
Ontario Street extension between Wellesley and St. James Avenue	<ul style="list-style-type: none"> <li>Children often find broken glass, needles, dirty diapers, and other garbage</li> <li>Curb is a tripping hazard</li> </ul>	1 <sup>st</sup> : 3294889  2 <sup>nd</sup> (Curb) 3331428  2 <sup>nd</sup> (Litter) 3331416	May 4, 2015  June 19, 2015  May 13, 2015	Concluded  Concluded  Concluded	Litter still there. Results presented to City of Toronto Planning and TCHC.
Ontario Street extension between St. James Avenue and Howard Street	<ul style="list-style-type: none"> <li>Broken bottles</li> <li>Collection vehicles miss a lot of litter</li> </ul>	3294889	May 4, 2015	Track Services says the request has been concluded.	Litter still there but has decreased. Results presented to City of Toronto Planning and TCHC.
St. James Avenue, east of Ontario Street	<ul style="list-style-type: none"> <li>Overflowing garbage</li> </ul>	3331426  Request sent May 4, 2015	May 13, 2015	Complete	Results presented to City of Toronto Planning and TCHC. Although garbage is still full, it is not scattered on the ground.
Rose Avenue towards Howard Street	<ul style="list-style-type: none"> <li>Overflowing garbage</li> </ul>	3331412  Request sent May 4, 2015	May 13, 2015	Complete	Results presented to City of Toronto Planning and TCHC. Garbage Although garbage is still full, it is not scattered on the ground.
Playground located southwest of Ontario Street and St. James Avenue	<ul style="list-style-type: none"> <li>Playground is not well-lit at night</li> <li>Curb in the playground is a tripping hazard</li> <li>Litter (needles, broken glass, cigarettes) between playground paving and curb</li> <li>General litter</li> <li>Plank missing</li> <li>Two missing hanging rings</li> </ul>	Request sent May 11, 2015		Complete	TCHC fixed the plank and missing rings. There is also less litter in the playground.  Other results presented to City of Toronto Planning and TCHC.
Nike Park	<ul style="list-style-type: none"> <li>Broken glass and litter</li> </ul>	Request sent May 4, 2015	Awaiting response from Parks Waste Enforcement Team	Complete	Visited area on June 5, 2015. Very little litter. No broken Glass.



**REQUESTS TO THE COUNCILLORS IN A FUTURE MEETING BASED ON 2014 STUDENT WALKABOUT**

- Permission to draw on the sidewalk (which ones?)
- Add sidewalk on St. James Avenue? Where?
- Put a crosswalk on Howard Street and Parliament Street?

**NOTES:**

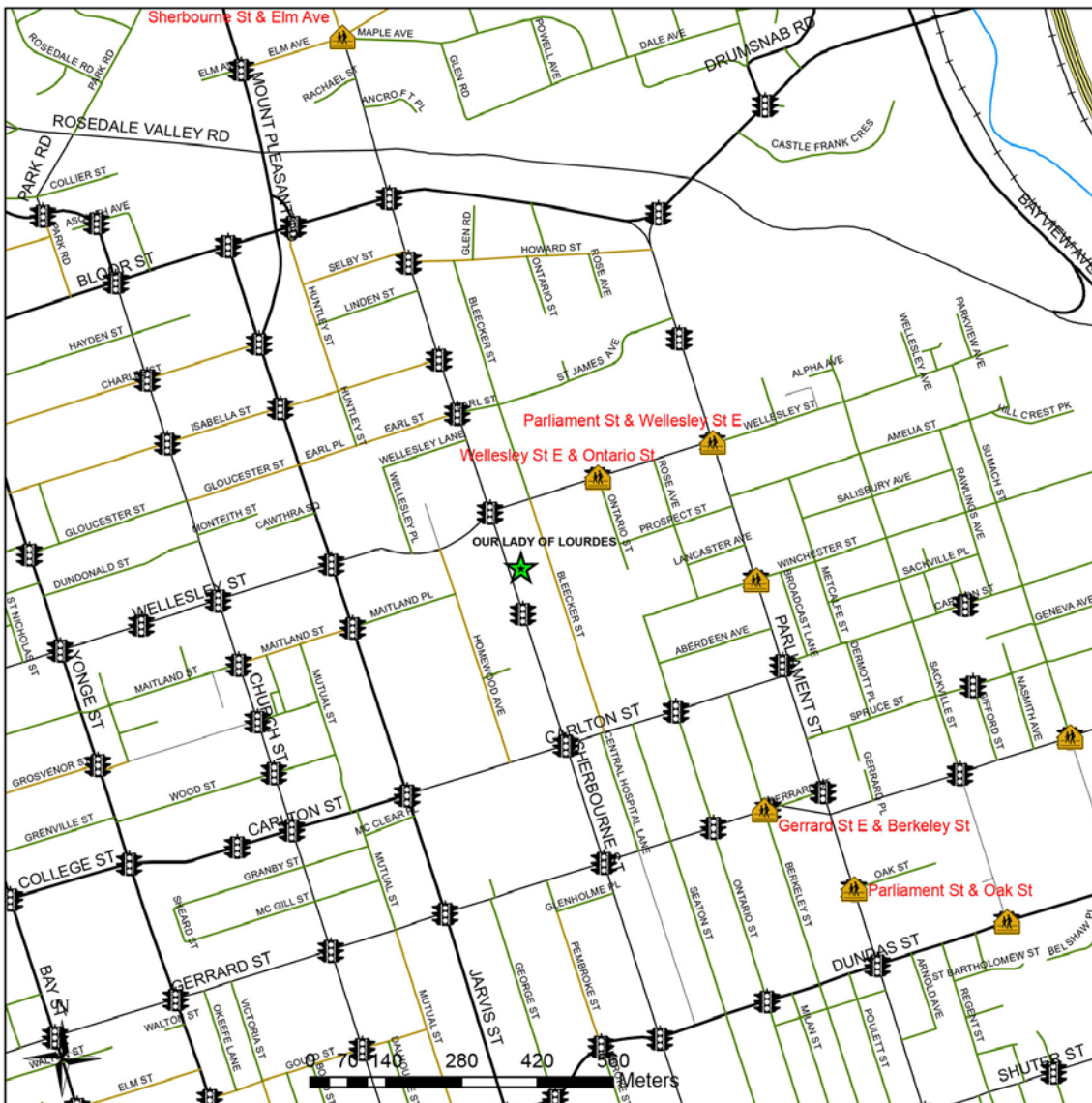
- Rose Avenue, St. James Avenue, and Ontario Street are not under the City's jurisdiction

**Possible reasons for litter based on student walkabout results:**

- Placement of waste collection bins
- Mental health issues
- Drug abuse
- Outdoor vendors not cleaning up after themselves

*Crossing Guard Locations*

**CURRENT CROSSING GUARD LOCATIONS**



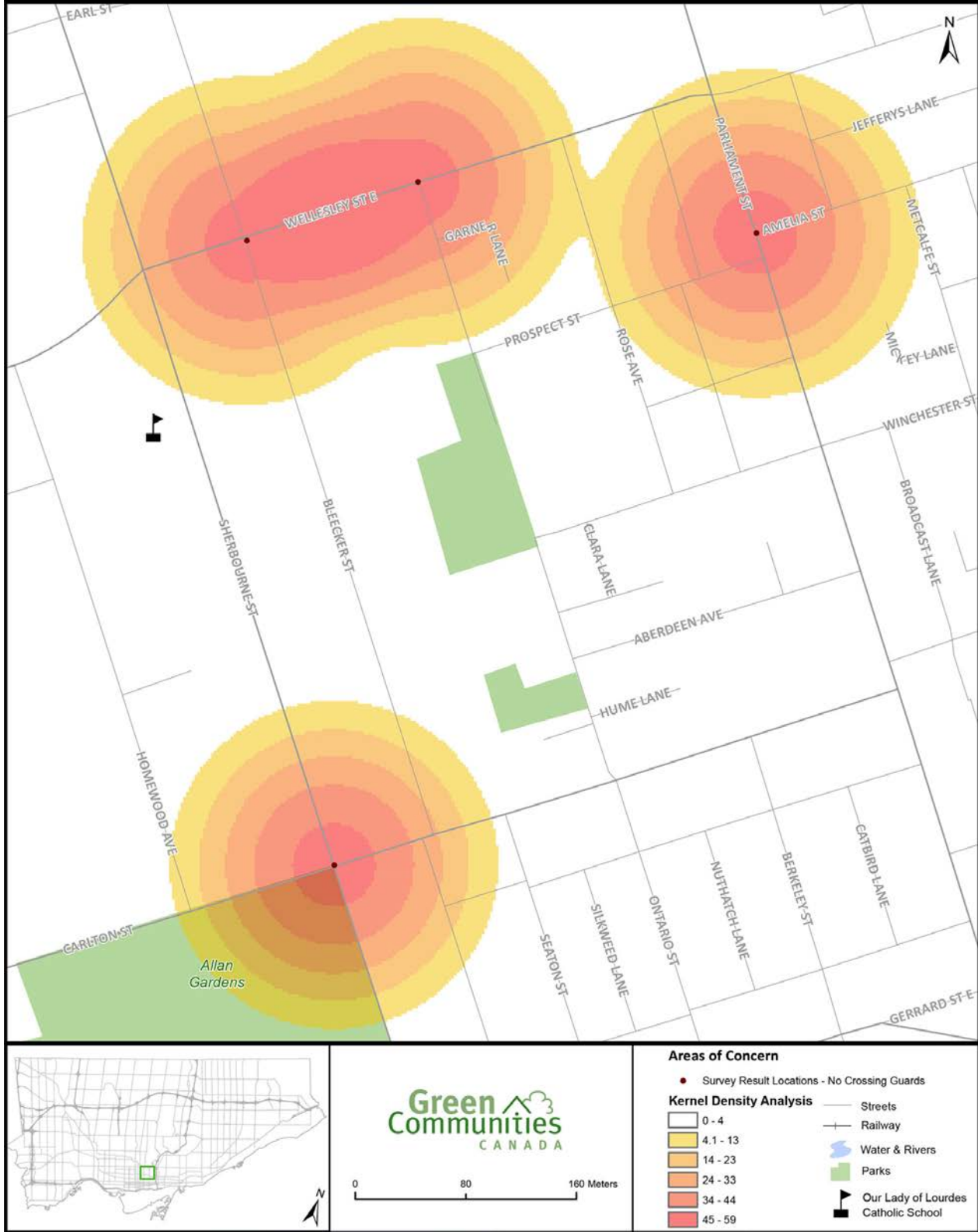
**Crossing Guards and Traffic Lights in Our Lady of Lourdes Area**

**Legend**

- ★ Elementary Schools
- 🏠 Crossing\_Guard Locations
- 🚦 Traffic\_Signals

**AREAS THAT NEED A CROSSING GUARD BASED ON BASELINE FAMILY SURVEY RESULTS**

# Our Lady of Lourdes Catholic School Kernel Density Analysis - No Crossing Guards



NOTE: Wellesley and Ontario Street is a 3-way stop. While there is a crossing guard, a parent stated that the crossing guard stays “on the other side of the stop light and not on the other” (Baseline Family Surveys 2013).

## *Cycling Promotion Efforts and Considerations*

Discussed on February 5, 2016

### **Meeting Attendees:**

Sandy Gunter (Vice-Principal)  
Robert Longo (Phys. Ed Teacher)  
Marie O'Brien (Phys. Ed Teacher)  
Allison Meistrich (City of Toronto Planning)  
Adam Brutto (TCDSB Planning Services)  
Stefan Martens (TCDSB Renewal Services)  
Sheila Dove (Toronto Student Transportation Group)  
Armi De Francia (STP Facilitator)

### **Bicycle Racks and accommodations for other types of wheeling Cycling**

- 64 students grades 5-8 expressed interest in joining a bike club when asked at the beginning of the 2015-2016 school year.
- In one class, 17 students raised their hands when asked if they already had bicycles.
- There were a few students who bike up and down the hallways.
- Private land lords do not want bicycles in the elevators.
- Some property owners started retrofitting their parking garages for bicycles.
- Concern with the size of racks (9 feet by 2.5 feet).
- Alternative is to put store sign wave racks but these are more expensive—The board cannot install these due to funding limitations.
- Bicycle racks need to be secured to asphalt and concrete.
- It is possible to get quotes for funding to pave the mud pit by the staff driveway but there is no guaranteed funding at this point.
- Chaining up the bikes would not work due to the concern with the kids tripping over the chains.
- Need to see if students will bike to school or if parents will allow them to bike if bicycle racks were available.
- There is a concern with cyclists speeding.
- Stefan requested for ring and post racks in front of the school from City furniture and is waiting for a response from them.

## *Student Presentation to City Staff: Participants*

Date: May 11, 2016 4PM at City Hall

### **Presenters:**

Ralph Bautista, HAT Student  
Nicole Nyamayaro, HAT Student  
"Lee", HAT Student

### **Attendees:**

Pam McConnell, Ward 28 Councillor  
Sean McInTyre, Pam McConnell's Office  
David Simor, Kristyn Wong-Tam's Office Ward 27  
Allison Meistrich, City of Toronto Planning  
Jennifer Renaud, City of Toronto Planning  
Michael Bezoff, Toronto Community Housing

With assistance from Armi De Francia and Marie O'Brien

## Ideas

Below are lists of ideas that were generated in different parts of the STP process. Some have been incorporated into the action plan while others were not based on feasibility and need. These lists are kept here for reference to help guide future action plan revisions.

### IDEAS BASED ON 2015 STUDENT WALKABOUT RESULTS

- Map of existing waste collection bins
- Collaborate with LiveGreen Toronto in an anti-litter campaign? Bring issue up to Councillors to get a LiveGreen Toronto facilitator?

### IDEAS BASED ON 2014 STUDENT WALKABOUT RESULTS

Compiled by Jennifer McGowan

#### When asked what their top priority would be for their neighbourhood, the students said:

“Get people to stop throwing things off their balconies” – Samson

“Clean up the trash and litter and dog poop” – “Lee”

“Clean up the drugs and needles” – Ralph

“Clean up the trash” – Duke

#### Possible Actions:

- The students would like to draw on the sidewalks from their neighbourhood to the school advertising the next walk to school days (June 23-26).
- The students all said they wanted to do something to help clean up their neighbourhoods. During our discussion some ideas included:
  - posters designed by the students around the neighbourhood and in the buildings encouraging people to pick up their litter to make their community cleaner and safer
  - more permanent signs designed by the students could be placed around the neighbourhood encouraging people to pick up their litter and after their pets to make their community more kid friendly/safer and cleaner. They could also be used to ask drivers to slow down in areas where speeding has been an issue. See an example of student signs from Vernon, BC here: <http://www.hastebc.org/resources/stp-vernon>
  - specifically dedicate some spaces in the neighbourhood (such as the play ground) as kid safe zones where signs designed by the students could be placed asking people not to leave needles and other litter there. Possibly a needle disposal container could be located somewhere or work with health organizations on this issue?
  - work with the building superintendents and managers, Toronto Community Housing, Public Health, City of Toronto traffic engineers and planners, City Councillors, other neighbourhood organizations, etc. to see what is possible to make the neighbourhood safer for children to walk to school. Possibly have students present on their findings and their ideas to this group of people. Ideally this could be a student initiated and led initiative with the support of adults.

### IDEAS/SUGGESTIONS BASED ON 2014 FAMILY SURVEYS

*It would be much much easier for all parents if there is more after school program for the age of 6, 7, 8, 9, 10 students. Because it's very hard to go in difficult day care and after school program to pick up our kids, specially in winter!*

- Parent of 2, eldest is a 7-year-old boy, who walk and take the school bus to/from school

*If you don't want to open the gate at 8:00 am. Please allow the student to go inside the school in the front gate, FOR SAFETY. Because some parents have to go straight to work. Thank you...*

- Parent of a 9-year-old girl who walks 0.59-1.59 km to school

*To pair an older child with a younger one to walk to school that lives in the same building*

- Parent of a 9-year-old boy who walks and walks part-way 0.51 to 1.59km to/from school

*Walking to school program bring kids close to their community. They walk more everywhere now, like to the James Wows Library, Allan Garden, Children Book Bank (that is far away from home)... added to question 17.... My ideas: school buses only for kids under grade 3. Grade 3 - grade 6 no buses; if distance to school os from 0.51 to 1.59km. No buses for grade 7 and grade 8*

- Parent of an 11-year-old girl who walks 0.51 to 1.59km to/from school

*The school should have an awareness program that encouraged school kids to look out for each other as they walk to and from school*

- Parent of 2 children (oldest is an 11-year-old girl) who walks 0.51 to 1.59km to school

*I have not noticed any improvements in the safety of my child going to school. There are still folks in this neighbourhood with mental illnesses that pose dangers to the children. The new crossing guards aren't as friendly as previous years and the cars at the intersection still rush the children to cross. Aside from travel planning, OLOL needs to concentrate more on **anti-bullying from both students AND staff!***

- Parent of a 9-year-old boy who walks part-way to school and who walks home less than 0.5km from school

*Both front and back school gate should have teacher to monitor student for safety, especially the front gate it's easier for parents to drop kids at the front gate*

Parent of an 11-year-old boy who walks less than 0.5km to school

## **SUGGESTIONS BASED ON 2013 BASELINE SURVEYS**

*I would like my child to walk with her friends*

- Parent of a 12-year-old girl who walks 0.51 to 1.59km to/from school

*I think the STP should help make my children's journey to and from school more safe and comfortable*

- Parent of 2 (oldest is a 12-year-old girl) who take the school bus 0.51 to 1.59km to/from school

*Reports/updates from the school/community are very helpful but a lot can be improved. Perhaps encouraging kids who live around the same areas to walk together can help*

- Parent of a 13-year-old girl who walks 0.51 to 1.59km to/from school

*We live close to the school so walking is safe*

- Parent of a 6-year-old girl who walks 0.51 to 1.59km to/from school

*If school provides someone to walk with him I would allow my child to walk to/from school*

- Parent of an 11-year-old boy who takes the school bus 0.51 to 1.59km to/from school

*Nice to have more parking accessibility for parents when picking up and dropping off child*

- Parent of a 10-year-old boy who takes transit and walks 1.6 to 3km to/from school

## IDEAS BASED ON 2014 STAKEHOLDER WALKABOUT

### *Incentives*

- Create a school incentive/tracking program
  - Examples: “WOW” <http://saferoutesns.ca/programs/wow> Hand out Buttons, beads on a string
- Walking Promotion: “Beat the Bus”, “Walk to the Beat”, “Walk the Beat”  
Add music to this! High School or older OLOL students could lead walking groups. If adult volunteers become involved (senior groups or parents perhaps?) in a formal way they will need police checks. Another idea is to pay adults to walk students to school (like a walking guard). Bussed students could do laps in the gym if they are too far to walk. Could be formal or informal Walking School Buses or walking buddies
- Banner when you first walk into the school that says “we are a walking school” or something like that
- Students who walk could have bead strings and every x amount of times they walk they earn a bead
- We could connect to the Pan Am games and the curriculum
- Have a motivational video at an assembly. Here’s one where kids talk about why they like to walk to school: [http://www.youtube.com/watch?v=r59\\_rzKuAMA](http://www.youtube.com/watch?v=r59_rzKuAMA) (we could skip the bit about cars at the beginning) Invite police, parents, community groups, etc.
- Paper tree they add leaves to at the front of the school, walking feet, the golden shoe award
- school spirit photo (i.e. students who walk, cycle, scooter etc, take a creative school photo – possibly someone is on the roof taking it - and can go in the newsletter, on the website, etc)
- The school may have 50 pedometers already
- Feb. 5<sup>th</sup> is Winter Walk Day (should promote this!) and Feb. is Heart & Stroke Heart Month
- Winter Walk Day could invite a high profile guest such as Toronto’s Medical Officer of Health (Dr. David McKeown) and/or Chief Planner (Jennifer Keesmaat) to take part in a walk/ assembly
- create a map with commonly used walking routes (School Board or City could assist with this)
- set up visual displays in school lobby (e.g. shows classroom competitions - like student posters, team walking charts – school routes map) – especially for Winter Walk!
- Encourage teachers to connect with math (data), phys ed, visual art, etc. curriculum
- Curriculum resources :
  - connecting to Sustainable Happiness and Health Education: <http://sustainablehappiness.ca/wp-content/uploads/2013/11/SHTeachersGuideON.pdf>
  - ASRTS: <http://www.saferoutestoschool.ca/info-teachers>
  - Blazing Trails Through the Urban Jungle  
<http://saferoutesns.ca/images/uploads/English%20Student%20Workbook%202.pdf> and teacher guide <http://saferoutesns.ca/images/uploads/English%20Teachers%20Guide%202.pdf>

### *Infrastructure*

- Walking route signage should be added as well as missing school zone signs. What about ‘yield to pedestrians’ signs at crosswalks and more speed limit signs?
- Lower speed limit on walking route streets?
- Check walking signal time in intersections

### *Safety Training and Education*

- Kids bring scooters. There is a lack of bike racks. Not many kids have bikes. Jumpstart, a bike retailer, or the police might be a place to look for bike donations in the future. Could have police or another partner group (Evergreen or CanBike perhaps?) do a bike rodeo in the spring and/or a bike safety talk/hands on program.
- Need to connect with local cycling clubs to encourage dialogue
- Could show a walking safety video:
  - Bike Safe/Walk Smart DVDs are available through Active and Safe Routes to School. [Click here](#) to request a copy or have a look at the classroom notes below:
  - [Walk Smart DVD Follow-up Key Messages, Activities, and Talking Points](#)
  - [Bike Safe DVD Follow-up Activities and Talking Points](#)
  - <http://www.youtube.com/watch?v=1OMCl1PPiWc> (this is an American video but it does cover a lot of good safety skills)
  - TPH says they have some good walk/bike safety videos
- Helmet use demonstrations
- A researcher at Guelph is working on virtual pedestrian training (Dr. Barbara Morrongiello)
- Should regularly communicate to the parents. Could use the infographics from Metrolinx and Canada Walks. Could put in the newsletter, the calendar, and on the website.  
[www.metrolinx.com/en/projectsandprograms/schooltravel/asst.aspx](http://www.metrolinx.com/en/projectsandprograms/schooltravel/asst.aspx)
- Have police help educate cyclists and drivers about stopping in crosswalks. Could have students hand out cards saying “thanks for stopping” when cars or cyclists stop in the crosswalk.
- Have training for student walking leaders

### *Partnership and other*

- Should involve the St. James Town Community Hub (TPH can help make connections-Community Matters, St. Jamestown Community Corner, Community Centre)
- Community agencies could send out messages
- Day Cares could walk kids
- The library has a pedometer lending program
- Need more students and parent on our committee
- Spacing magazine – pitch them article ideas