

2018 Ontario Active School Travel Summit

Welcome!

1 October 2018
Ramada Plaza Hotel, Toronto

#OASTS2018

Ontario Active
School Travel



Green
Communities
CANADA

Let's get
more kids walking
and wheeling
to school



Welcome session

- Clifford Maynes, Green Communities Canada
- Colleen Hill, Ontario Active School Travel Council



Our many supporters



Ontario Traffic Council



Ontario Active
School Travel



Our many supporters

CANADIAN PARTNERSHIP
AGAINST CANCER
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Public Health
Agency of Canada

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Trillium
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Fondation
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OSTA

Ottawa Student
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Icebreaker

- Harry Sawchuk
- “Good Morning, How Are You?”
- “Getting to Know You”





Ontario Active
School Travel



Program

Centralized
Resources
and support services

Tools &
guides

Council

Learning
Network

Training &
coaching

Walk
& wheel
events

Ontario Active
School Travel
Fund
supporting local
programs

Round 2
Fall 2018

Round 1
March 2018
12 projects
\$1.1m

Ontario Active
School Travel



Ontario Active School Travel Fund



Round 1 Launch - February 2018

Fund criteria and process

- application-based, competitive
- selection by external evaluation committee
- \$30k - \$100k per grant
- focus on elementary (grades K-8)
- School Travel Planning as a priority area
- eligibility criteria designed to achieve high likelihood of sustained impact



Who can apply?

Municipality

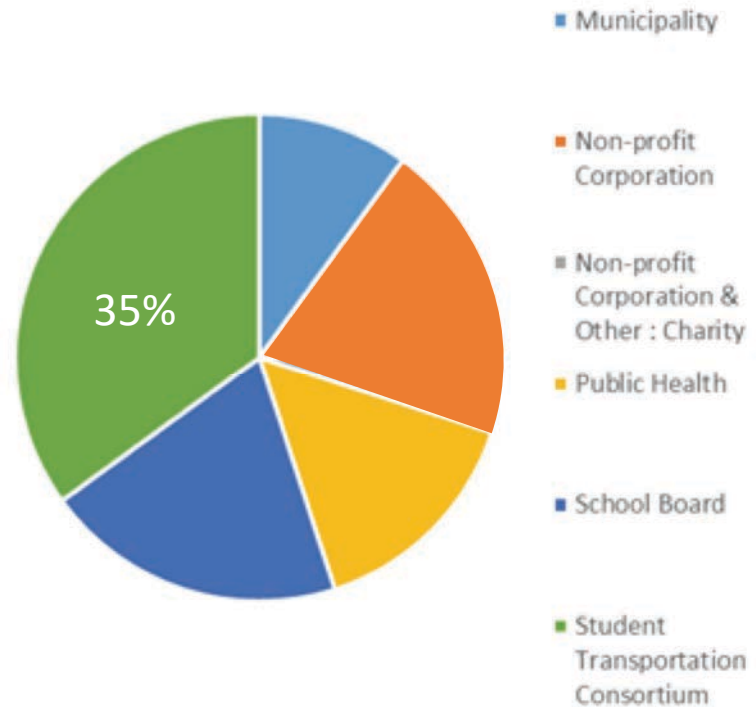
School Board

Non-profit corporation

Public Health

Student Transportation Consortium

Types of organizations that applied to the Fund (Round 1)



Round 1 projects (2018 – 2020)

Average of 100% matching funds (cash/in-kind)

\$1.15m across 12 projects:
Thunder Bay, North Bay,
Ottawa, Leeds Grenville
Lanark, Peterborough,
Hamilton, Wellington-
Dufferin-Guelph,
Cambridge, Kitchener,
Waterloo, London, Niagara



Round 2 – coming soon

- Due to open for applications: October 2018
- Stay tuned for updates!



Stay tuned to Active School Travel

- Ontario Active School Travel Newsletter
- Editor: Fenella Hood, Communications Coordinator at GCC
- We want to hear from you - submit your news and stories:
 - info@ontarioactiveschooltravel.ca

Stay in the loop

Sign up for our newsletter to stay connected with Ontario Active School Travel news and events.

**SIGN ME
UP!**

Ontario Active
School Travel



Online resources

← → ↻ ontarioactiveschooltravel.ca



ABOUT ▾

MAKING THE CASE ▾

MAKING IT HAPPEN ▾

GET HELP

NEWS

DONATE



FRANÇAIS

Tips for Organizing Successful Bike Rodeos

IWALK Month I-Spy
Celebrate IWALK Month

STOP	Birds	Stroller	Bird	Apple
Bluebird	Truck	Apple	Cloud	Skateboard
Squirrel	Boot	WALK!	Umbrella	Wheelchair
Stroller	Orange	Bus	Trees	Fence
Leaf	Baby	Fan	Leaf	Green building

Green Communities CANADA

Ontario Active School Travel Green Communities

#WalktoSchool @OntarioAST www.ontarioactiveschooltravel.ca

FEATURED RESOURCE

Active Transportation Lesson Plans

These lesson plans from Metrolinx can help teachers to engage students in classroom lessons on the environmental, health and social benefits of making active and sustainable travel choices.

GRADE 1: SCIENCE AND TECHNOLOGY

GRADE 5: SOCIAL STUDIES

GRADE 9: HEALTH AND PHYS ED

OntarioActiveSchoolTravel.ca

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Ontario Active School Travel

Informative webinars

Dirty Drop-off: Children's exposure to air pollutants at school

April 26, 2018 Webinar



OntarioActiveSchoolTravel.ca
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Webinars to date:

- April - Air pollutants
 - May - STP Toolkit
 - June - School traffic management
 - June - Walking School Buses
- Recordings available on our YouTube channel*

Webinar topics coming soon for Fall 2018:

- Coordinated data collection
- Disaster planning and emergency response

Ontario Active
School Travel

iwalk-iwheel Club



Winter Walk Day Activity Ideas

1st Wednesday of February (or any time in February)

Walking to school is a great way to enjoy the Canadian winter! Below are ideas on how you can celebrate and congratulate walking (or wheeling) to school. See the back of this sheet for educational content and prize ideas.

Walking to/school

- Winter walk parade or a one-day walking school bus: Get parents and student leaders together, choose meeting locations and times, create signs or choose a colour theme, and walk to school together.
- Hot chocolate, stickers, snacks, mittens, bouqs, hand-warmers or other giveaways
- Winter Carnival or a winter dance party in front of the school
- Ego Stick: students pick a day of Winter Walk Week things, unwrite things, etc.
- Group walk during the high-fives and/or play a staff member in a costume

Assemblies

- Writer fashion show
- Choir/songbook routine
- Videoshow with popular parts of the neighbourhood in the winter
- Guest speaker: writer, artist or local council
- Dress up the with winter clothes

Peer Motivation

- Club cards: Give a stamp on the club card for each time a student walks/wheels to school
- Song writing/Choir writing contests
- Photo contest
- Poster or postcard design contest
- Raffle
- Classroom
- Golden ticket with the teacher
- Kilometer more kit

Classroom Activities

Geography/Sciences:

- Comparisons of winter in different climatic zones in Canada
- Handmade hand warmers
- Writer animal migration club: tally kilometers that students walk to match with a migration of an animal that migrates from Canada in the winter. Students that do not walk are hibernating animals.

Language:

- Story writing about students' favourite walk to school in winter

Cultural Studies:

- Count down to winter
- Winter weather
- Math
- Choir
- Art

Green Communities
Active & Safe
Routes to School
For more resources, go to saferoutestoschool.ca

Bike to School Week Activity Ideas

Last week of May (or any time in May or June)

Get ready to roll for bike to school week! Below are ideas on how you can celebrate and congratulate children for cycling to school. See the back of this sheet for educational content and prize ideas.

Biking to/school

- Group ride to school or a one-day bike train: Get parents and student leaders together, choose meeting location and times, create signs, and ride to the school. Ride across bike lights, or choose a color theme, and ride to school together.
- Giveaways: Stickers, snacks, bouqs, bouqs, reflective tape
- Smoothie bike/fitness bike: a blender powered by pedaling on a bicycle
- Group ride to a nearby park, trail, fountain, or other scenic or popular destination
- Give-away students pick a theme for each day related to their, like bicycle parking areas, types of bikes, number of bikes, etc.
- Refined safe station

Assemblies

- Choir/songbook routine (with or without lyrics)
- Videoshow with popular parts of the neighbourhood or nearby bike routes
- Stitching of colorful who like to bike or of different types of cycling
- Guest speakers: public health nurse, police officer, local police officer, fireman
- Show bike race with teachers

Peer Motivation

- Club cards: Give a stamp on the club card for each time a student bikes to school
- Song writing/Choir writing contests
- Photo contest
- Poster or postcard design contest
- Raffle
- Classroom
- Golden ticket with the teacher
- Kilometer more kit

Classroom Activities

Math:

- Classroom walking/wheeling graphs or check mark for each time they wheel to school
- Story writing about students' favorite bike ride to/from school

Language:

- Story writing about students' favourite bike ride to/from school

Physical Health Education:

- Give Fitness/Bike related items our tips for staying successful (like fitness gear, etc.)
- Give Clubs: invite a local bike shop to hold maintenance
- Art
- Prizes created by students to promote biking

Green Communities
Active & Safe
Routes to School
For more resources, go to saferoutestoschool.ca

Walk & wheel events calendar

Walk to School
Month (IWALK)
October



Winter Walk Day
1st Wednesday of
February



Spring into Spring
Anytime in
April



Bike to School
Week
Last week of
May



Let's WALK!

Celebrate IWALK
Month 2018!



<http://ontarioactiveschooltravel.ca/international-walk-to-school-month/>

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School Travel Planning

5 E's

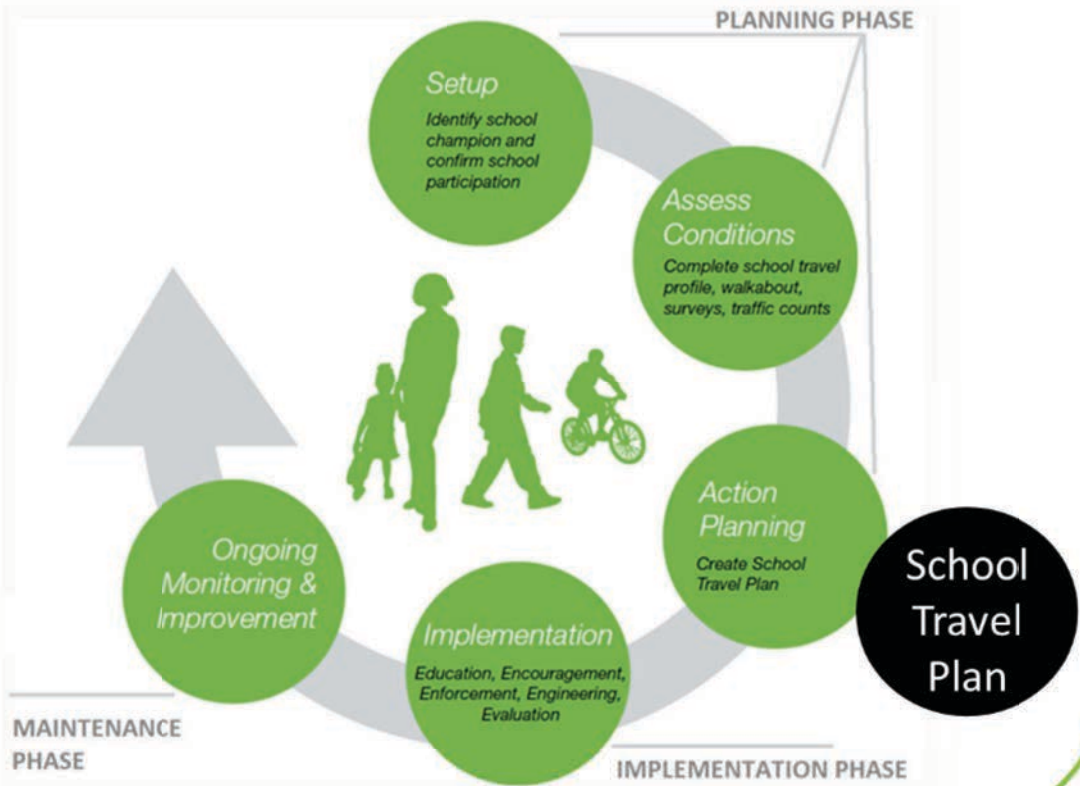
Education

Encouragement

Engineering

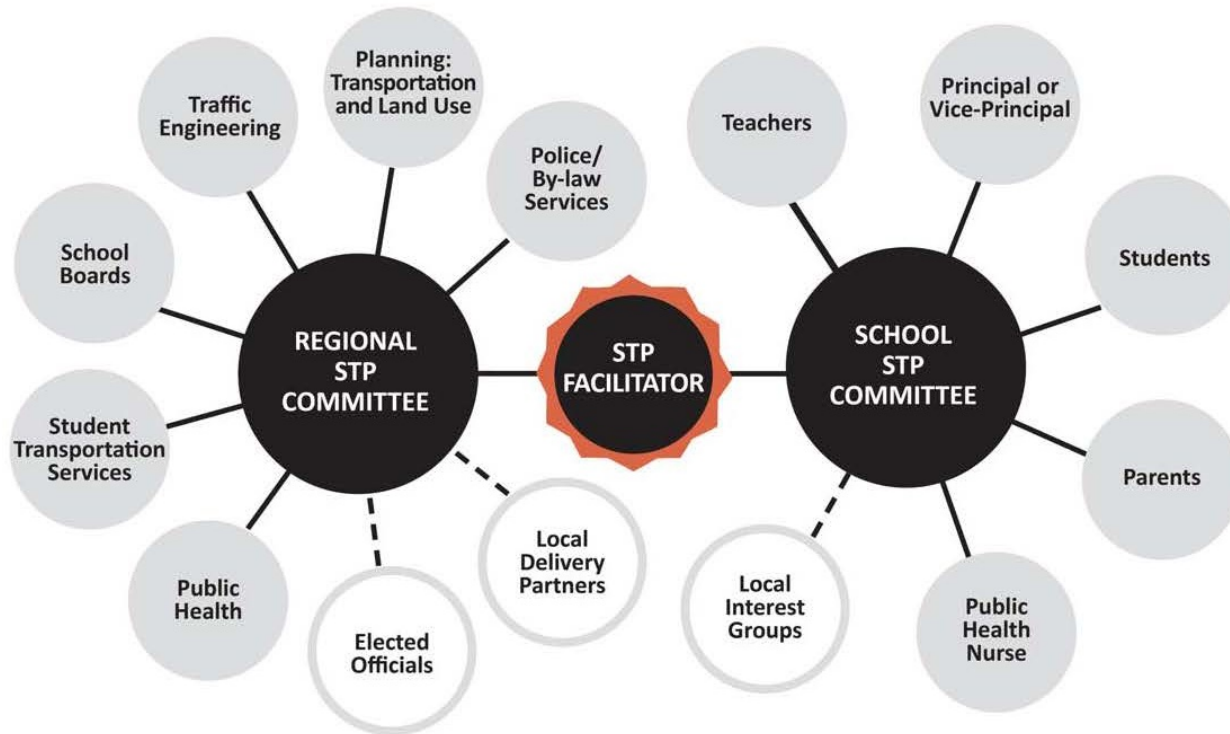
Enforcement

Evaluation



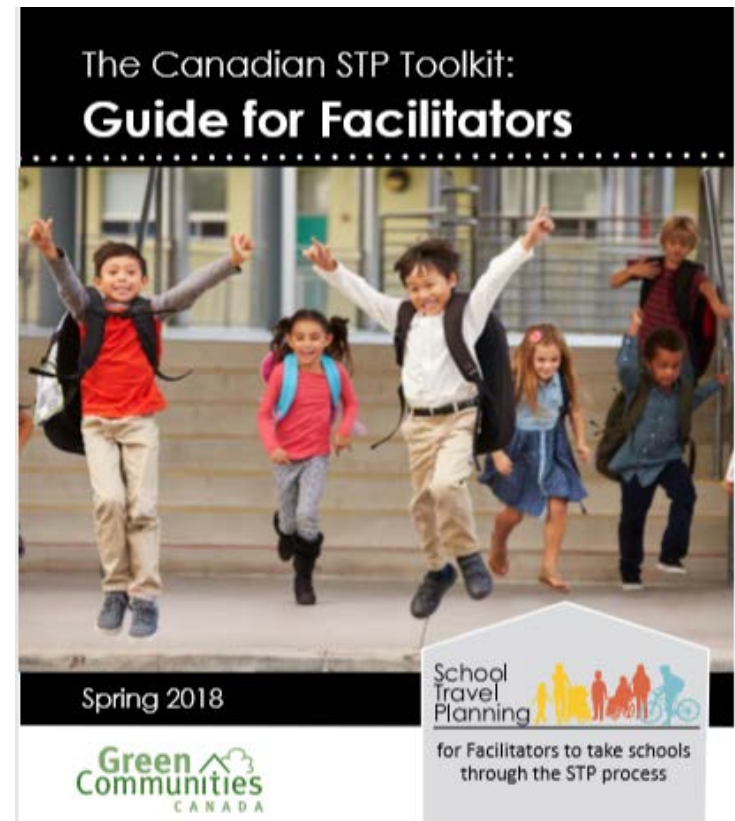
School Travel Planning (STP)

“A process designed to bring together local stakeholders to identify the barriers to active school travel and develop an action plan.”



School Travel Planning Toolkit

- Comprehensive how-to resource
- Includes:
 - Guide for Facilitators
 - Guide for Regional Stakeholders
 - Data collection tools
- Newly revised - 5th Edition, May 2018
- Training & coaching available from GCC



Ontario Active School Travel Network

- Community of active and aspiring practitioners
- Peer-to-peer information, knowledge sharing and support
- Enhance our individual and collective capacity and impact
- Webinars, training, coaching, networking, resource-sharing



Ontario Active School Travel Council



1st Meeting of the Council - May 2018

The Council

- Ontario Active School Travel Council
 - advisory - provincial scale, strategic issues
 - topics: funding, capacity development, program elements, infrastructure, policies, research, communications
 - coordination, united voice



Council membership

- **Colleen Hill (chair)**, Manager, Heart Healthy Children and Youth, Heart and Stroke Foundation
- **Teresa Di Felice**, AVP, Government and Community Relations, CAA
- **Susan Flynn**, Senior Manager, Cancer Prevention, Canadian Cancer Society
- **Jennifer Juste**, Program Manager, Transportation Demand Management, City of Guelph
- **Adam Krupper**, Coordinator, Active Transportation, City of Thunder Bay
- **Lori Powell**, ED, Niagara Student Transportation Services
- **Chris Markham**, ED, Ophea
- **Jamie Stuckless**, ED, Share the Road Cycling Coalition
- **Charles Gardner**, Medical Officer of Health, Simcoe Muskoka District Health Unit
- **Leslie Maxwell**, School Travel Planner, Student Transportation Services of Waterloo Region
- **Pamela Gough**, Trustee, Toronto District School Board
- **Vicky Kyriaco**, General Manager, Ottawa Student Transportation Authority



Keynote: Making AST happen

- Seth Lajeunesse, C.A.G.S., M.C.R.P.
- Associate Director, US National Centre for Safe Routes to School
- Research Associate, UNC Highway Safety Research Centre

SafeRoutes
National Center for Safe Routes to School



Making Active School Travel Happen

Seth LaJeunesse

Ontario Active School Travel Summit 2018
October 1, 2018



www.hsrc.unc.edu

Framework for today

- Some ideas for **rapidly diffusing** Active School Travel throughout Ontario (and Canada!)
- A few key principles for working with school communities to promote **program sustainability**

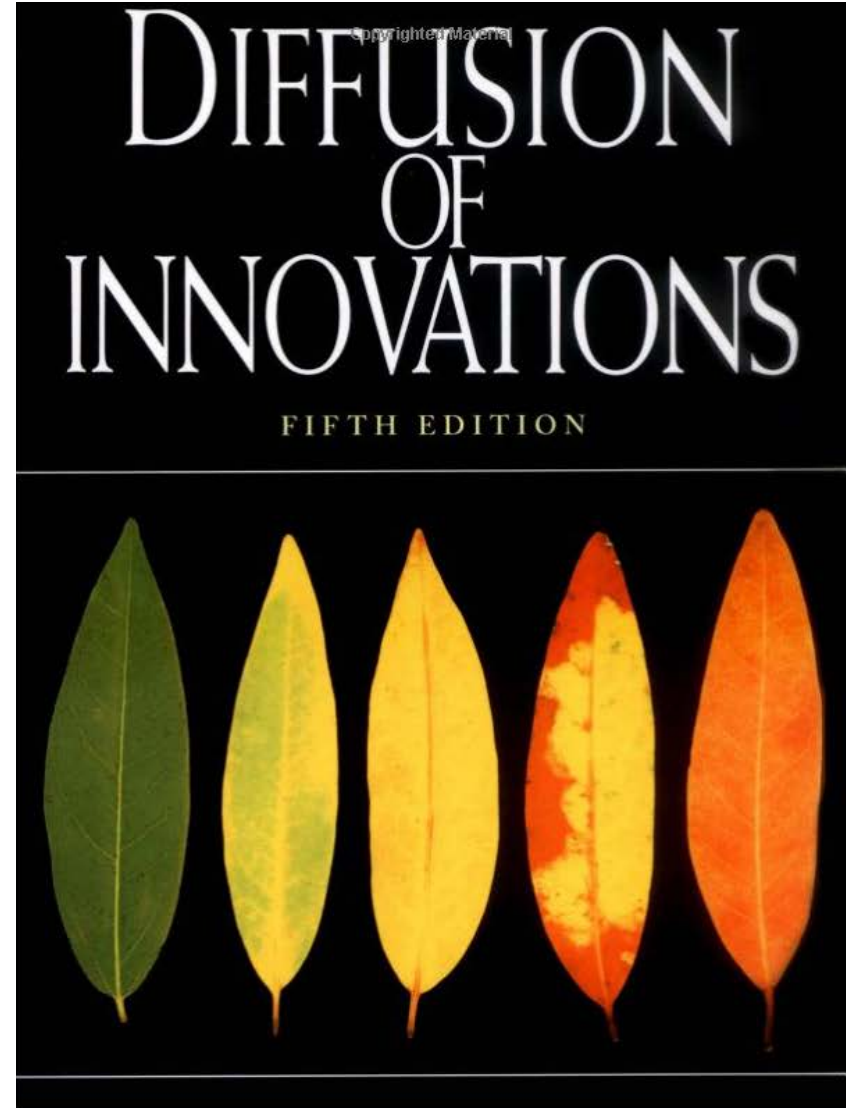


To begin, a problem

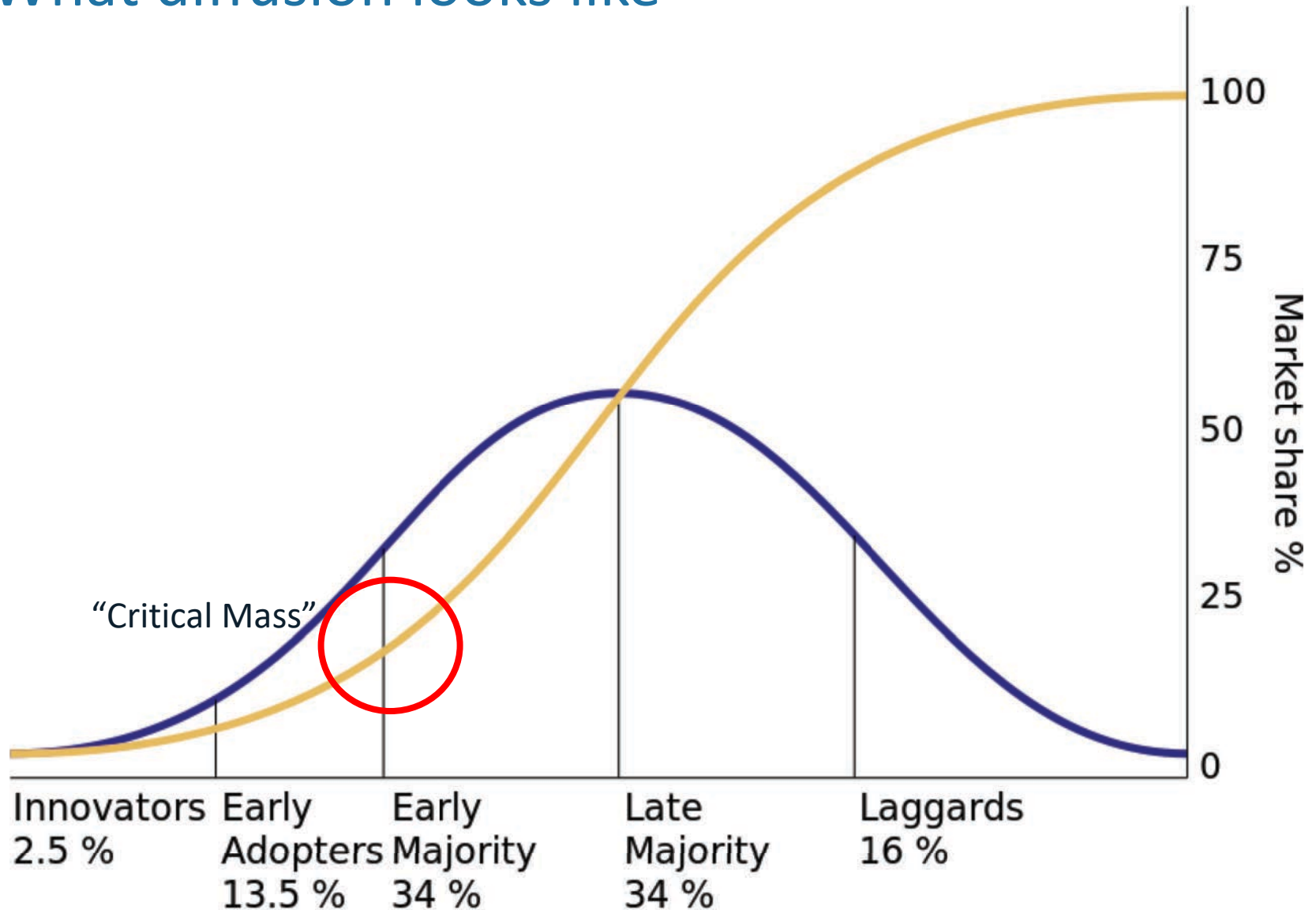
- Most innovations take a long time to impact the majority of the population
 - 33 years to get to 90% driver seatbelt use (NC's 1985 seat belt law was the first in the U.S.)
- Most innovations (~90%) fail to diffuse
- Many **non-evidence-based approaches** diffuse, eclipsing more effective practices

What is diffusion?

Diffusion of Innovations explains how over time an innovation gains momentum and diffuses—or spreads—through a social system (*Rogers, 2003*)



What diffusion looks like

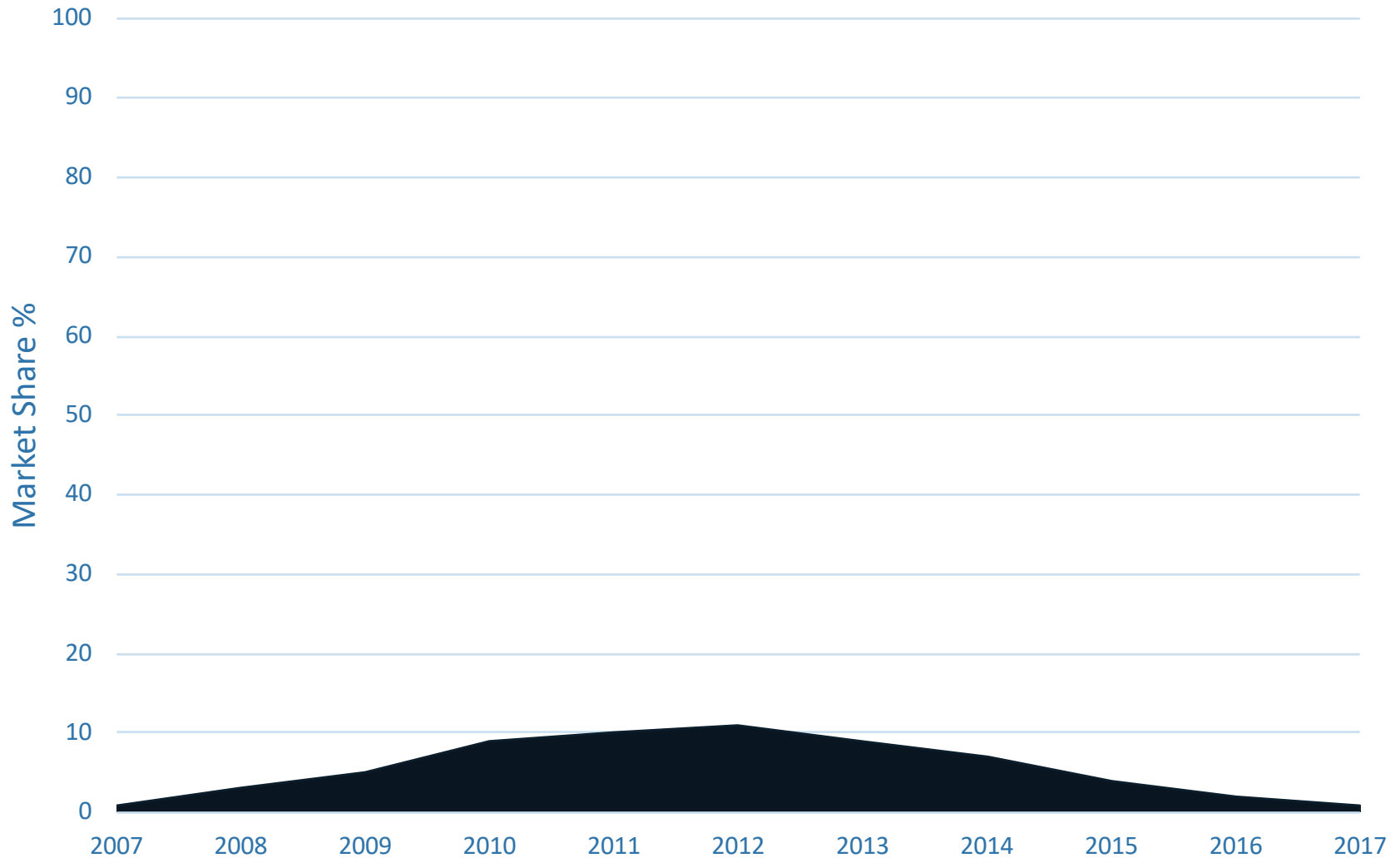


More about diffusion

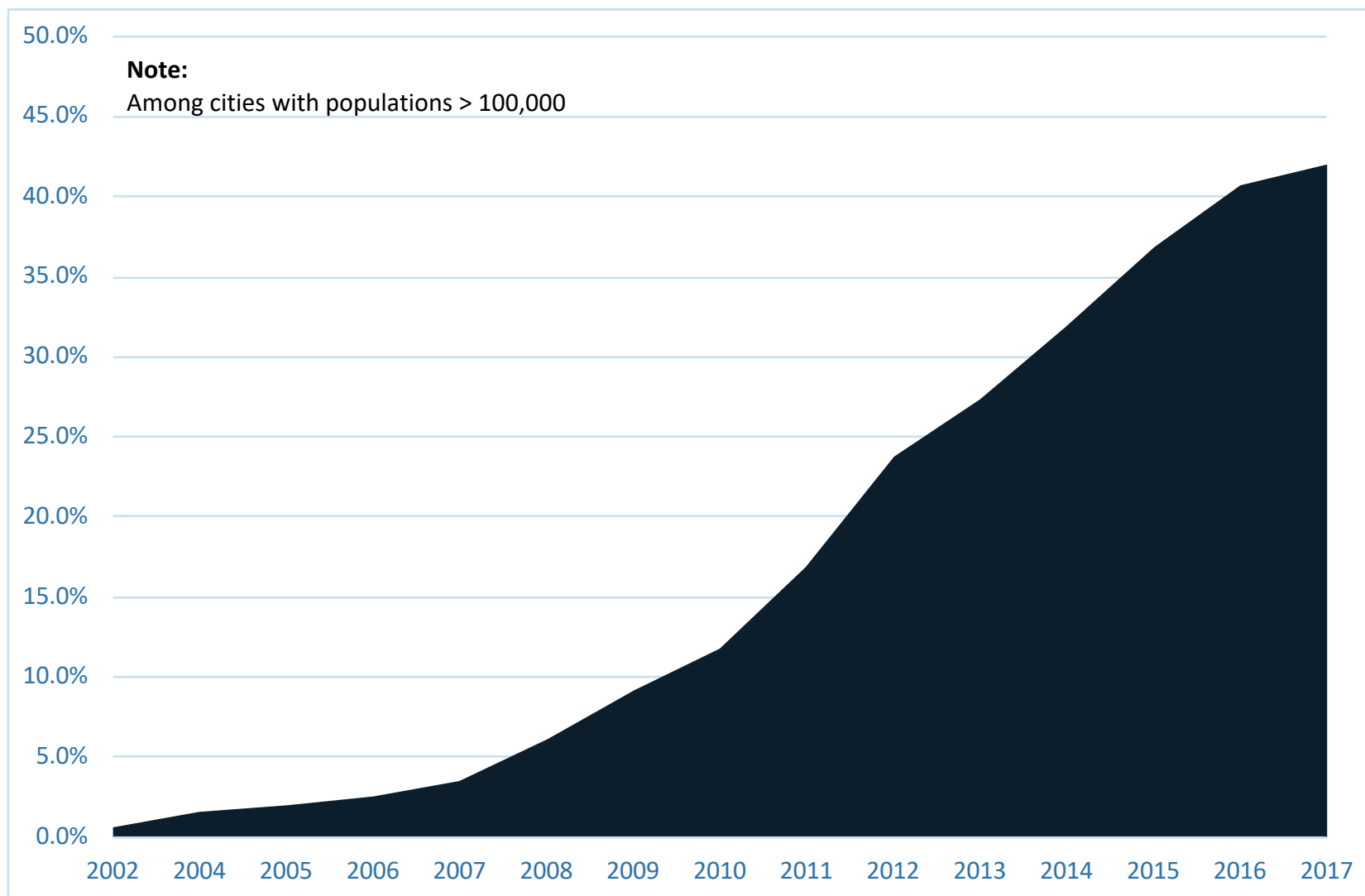
- Diffusion is never random or instantaneous
- Instead, it unfolds in a predictable pattern of **social influence**



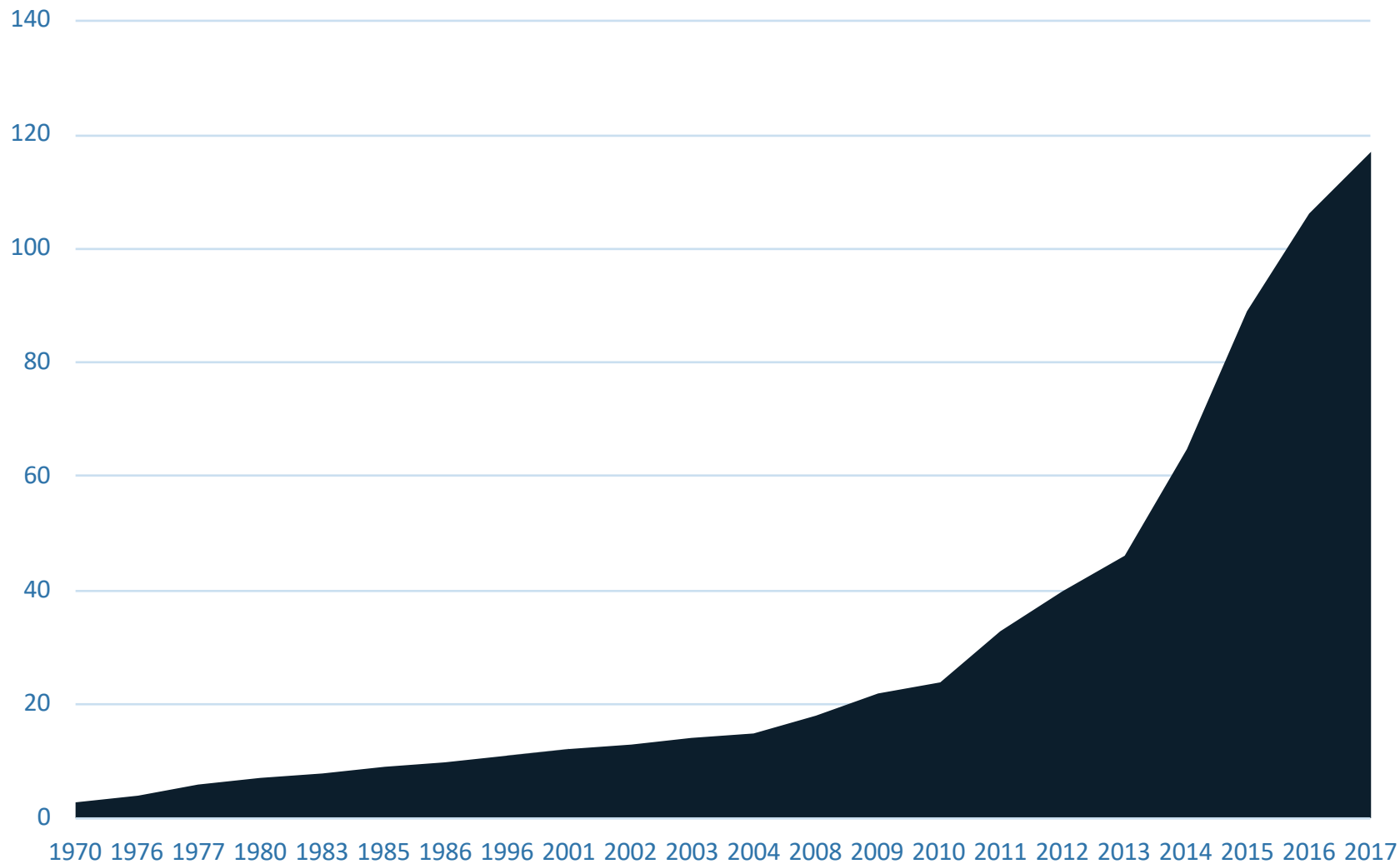
Most innovations (>90%) fail to diffuse



Diffusion of Complete Streets policies in the U.S.



Diffusion of separated bike lanes in the U.S.



Source: peopleforbikes.org

So...

- How do we **accelerate the adoption** of effective Active School Travel approaches?



Let's design Active School Travel for diffusion!

Designing Active School Travel for diffusion

- **Tailor Active School Travel itself to make it more diffusible**
- Start with (a) opinion-leading schools that are (b) ready to adopt Active School Travel strategies and practices

Tailor Active School Travel itself to make it more diffusible

Innovations that diffuse possess 5 characteristics

1. Relative Advantage
2. Compatibility
3. Simplicity
4. Trialability
5. Observability



Relative advantage

How improved an innovation is relative to the status quo

Note: an **innovation champion** is critical!



Compatibility

How consistent an innovation is with schools' norms, customs, and aspirations



Simplicity

How easy or difficult it is to **adopt** an innovation



How to Plan a Walk or Bike to School Event in 7 Days

Why: Events draw attention to the many benefits of walking and bicycling to school and build support for creating or improving safe routes to school in your community.

How: Walk or Bike to School Day doesn't have to be a formal or complicated event. It is simply a day to celebrate bringing community members and children together to show how fun and rewarding it can be to walk and bicycle to school. In fact, it's possible to plan an entire event in only a week's time.

Planning a Walk or Bike to School Day event can be simple!



Trialability

How much the innovation allows adopters to **experiment with it or undo it** if needed



Winter Walk Day



Observability

How visible the results of adopting the innovation are to others; visibility creates a “buzz” about the innovation

Rolph Road Elementary School
Toronto District School Board

Do a Survey at This Site

31 Rolph Road, Toronto, ON – M4G 3M5

Nearby Schools:
 Rolph Road Elementary School
 King Edward Junior and Senior Public School
 Saint Raphael Separate School
 Second Street Junior Middle School

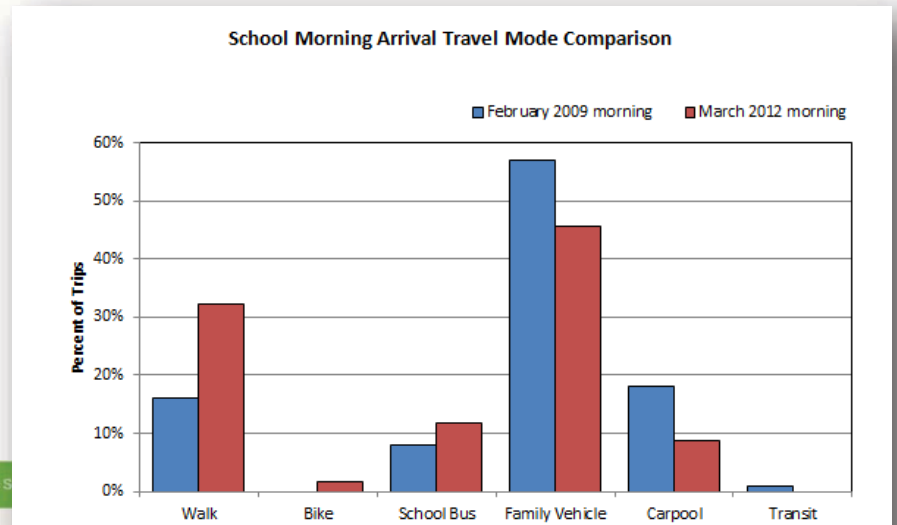
All-Time BikeWalkRoll Score

BWR Score: **83**

357 answers recorded
 Mediocore source of data

Download Your Data

0 Bike, 295 Walk, 0 Roll, 62 Car, 0 Bus or public transit



School Morning Arrival Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit
Time 1: February 2009	1111	16%	0%	8%	57%	18%	1%
Time 2: March 2012	933	32%	2%	12%	46%	9%	0%

“Other” category not included.
 Percentages may not total 100% due to rounding.

Walk/Bike

There was a statistically significant increase in the percentage of students who arrived at school by walking or biking between Time 1 and Time 2.

Family Vehicle/Carpool

There was a statistically significant decrease in the percentage of students who arrived at school by family vehicle or carpool between Time 1 and Time 2.

School Bus/Transit

There was a statistically significant increase in the percentage of students who arrived at school by school bus or transit between Time 1 and Time 2.

Designing Active School Travel for diffusion

- Tailor Active School Travel itself to make it more diffusible
- **Start with (a) ready and (b) opinion-leading schools to diffuse Active School Travel strategies**

How do we know whether schools are
“ready” for Active School Travel?

One way: The “Active Travel Readiness Scale”

Classifying schools

No interest No activity	Some interest No activity	Some interest A little activity	Lots of interest A few activities	Lots of interest Many activities	Lots of interest Many activities Seeking more to do
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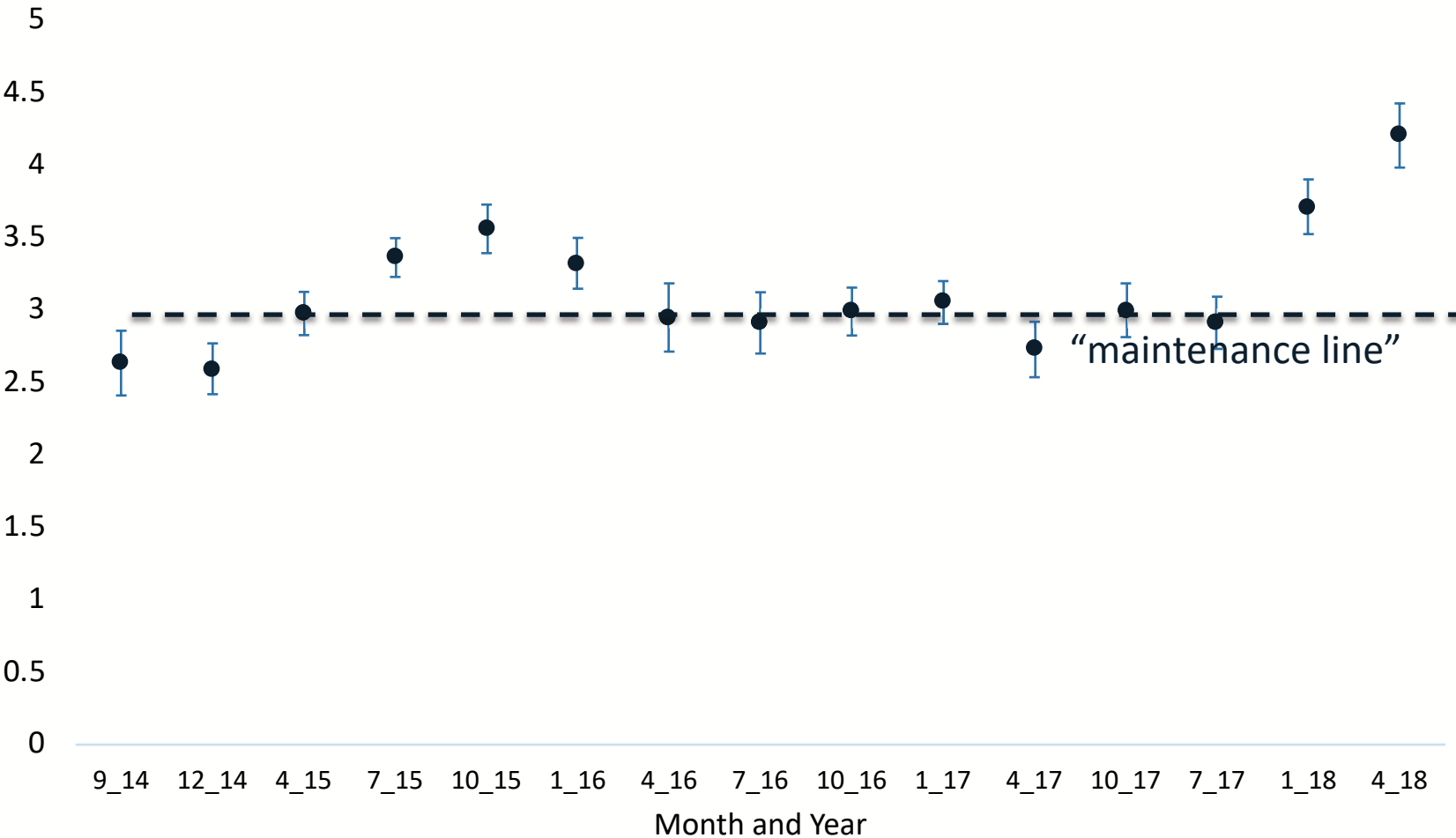
“Archetype”

Resistor	Beginner-1	Beginner-2	Maintainer-1	Maintainer-2	Maintainer-3
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Active Travel Readiness score

0	1	2	3	4	5
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Active Travel Readiness ratings in North Carolina

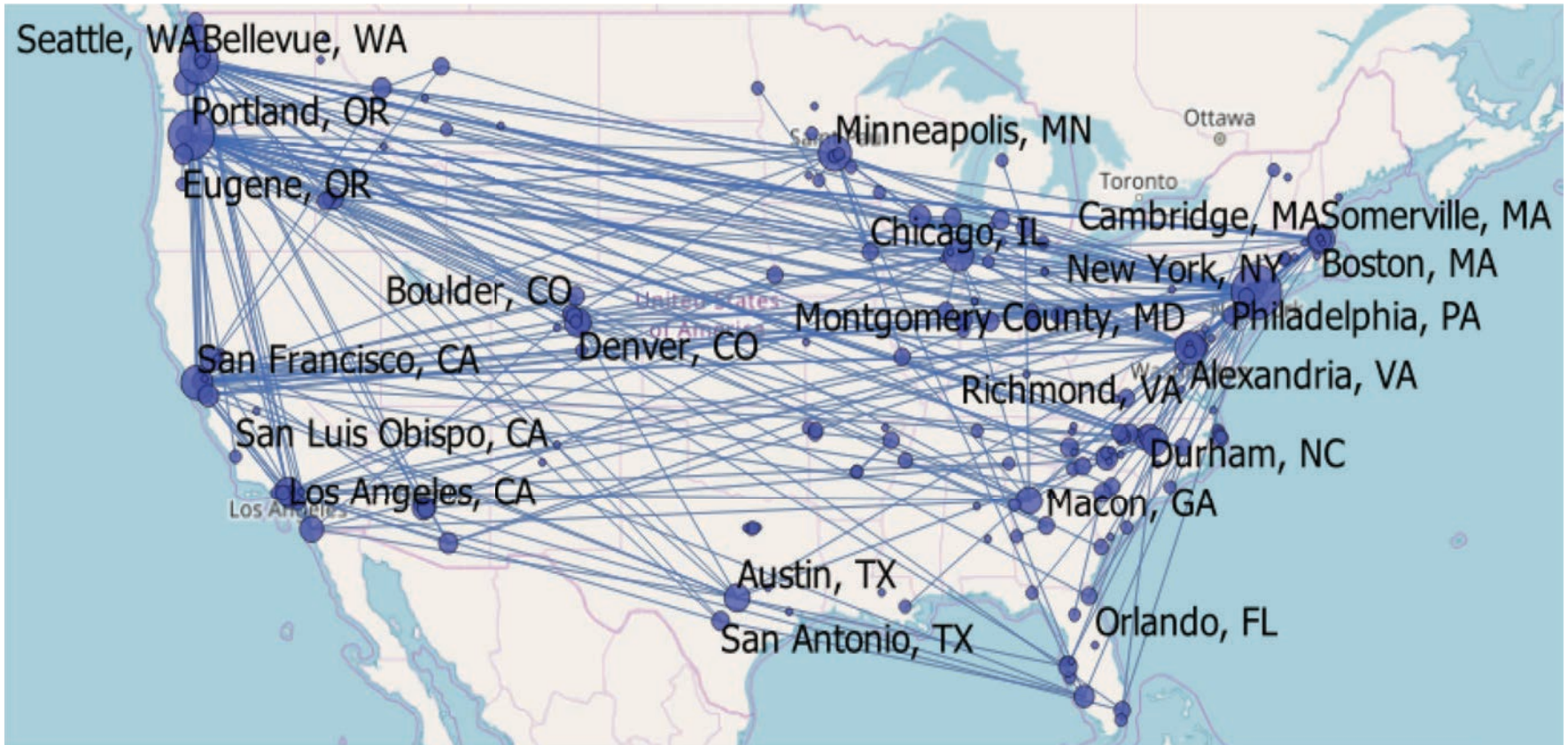


How do we identify “opinion-leading” schools?

Identifying opinion leaders

- Survey school administrators or physical educators across Ontario
- Ask them to:
 - “List up to three schools whose **example or reputation they follow** with respect to their work on promoting active school travel.”

We did this with Vision Zero cities in the U.S.



Opinion-leading cities: New York, Portland, Seattle, San Francisco, Minneapolis, Washington, DC, and Boston

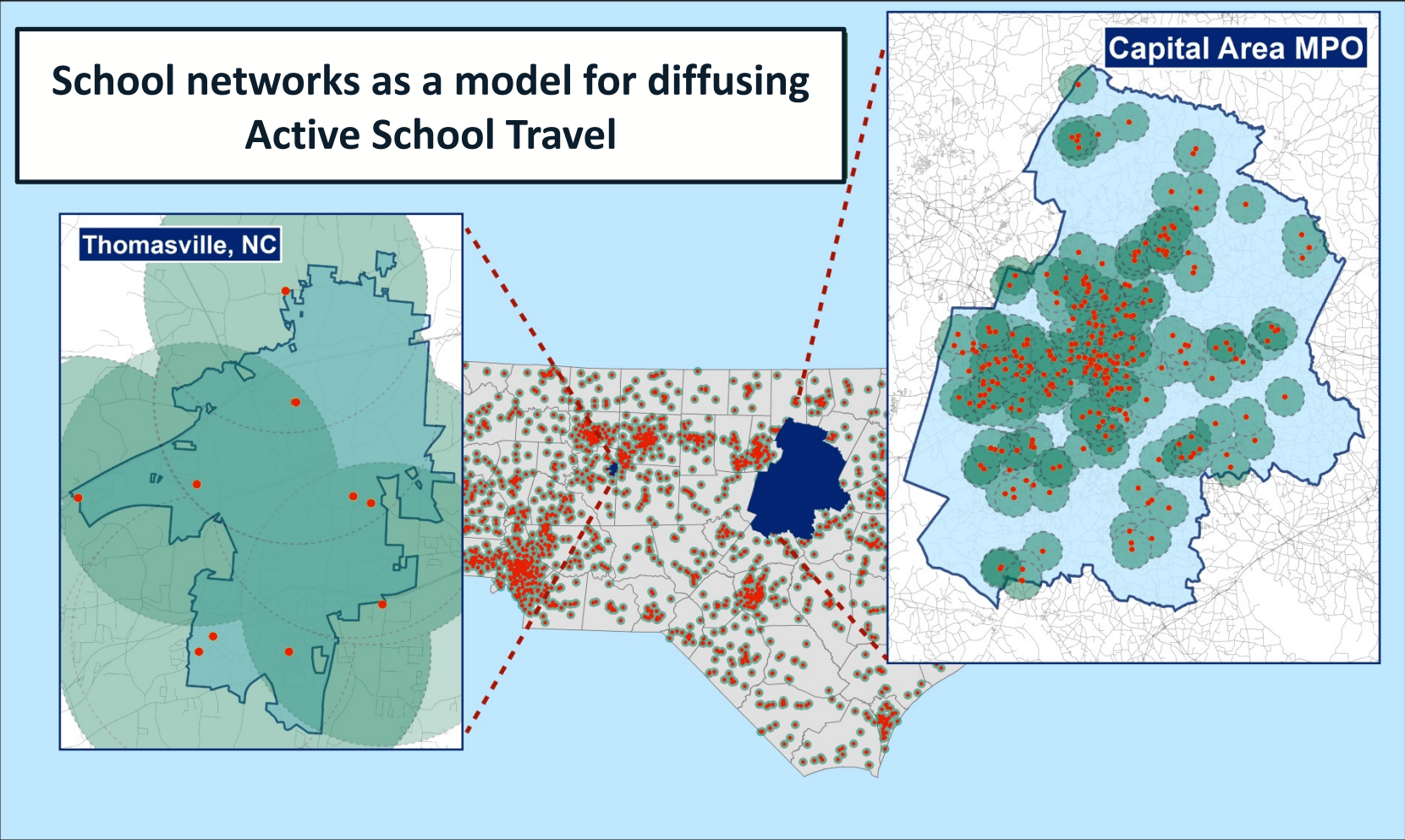
LaJeunesse, S., Heiny, S., Evenson, K. R., Fiedler, L. M., & Cooper, J. F. (in press). Diffusing innovative road safety practice: A social network approach to identifying opinion leading U.S. cities. *Traffic Injury Prevention*.

The role of school networks in diffusion

When tapped into, school networks **create pathways to rapidly diffuse** Active School Travel strategies



Potential school networks in North Carolina



Program sustainability through readiness + opinion leadership

Opinion leadership

Low

High

Active travel

readiness

High

Low

Start here

Support **program sustainability** through (a) diffusion; (b) intrinsic motivation; and (c) appealing to certain values

Program sustainability through intrinsic motivation



The spectrum of motivation

Extrinsic | Introjected | Identified | Intrinsic



Extrinsic: *“because I get a reward for walking”*

Introjected: *“because I would feel guilty if I didn’t bike to school”*

Identified: *“because walking to school is important to me”*

Intrinsic: *“because I love biking to school!”*

Fostering intrinsic motivation

Autonomy

Relatedness

Competence

**Intrinsic
Motivation**

+

**Positive Child
Development**

Autonomy



Relatedness



Competence



Program sustainability through direct experience

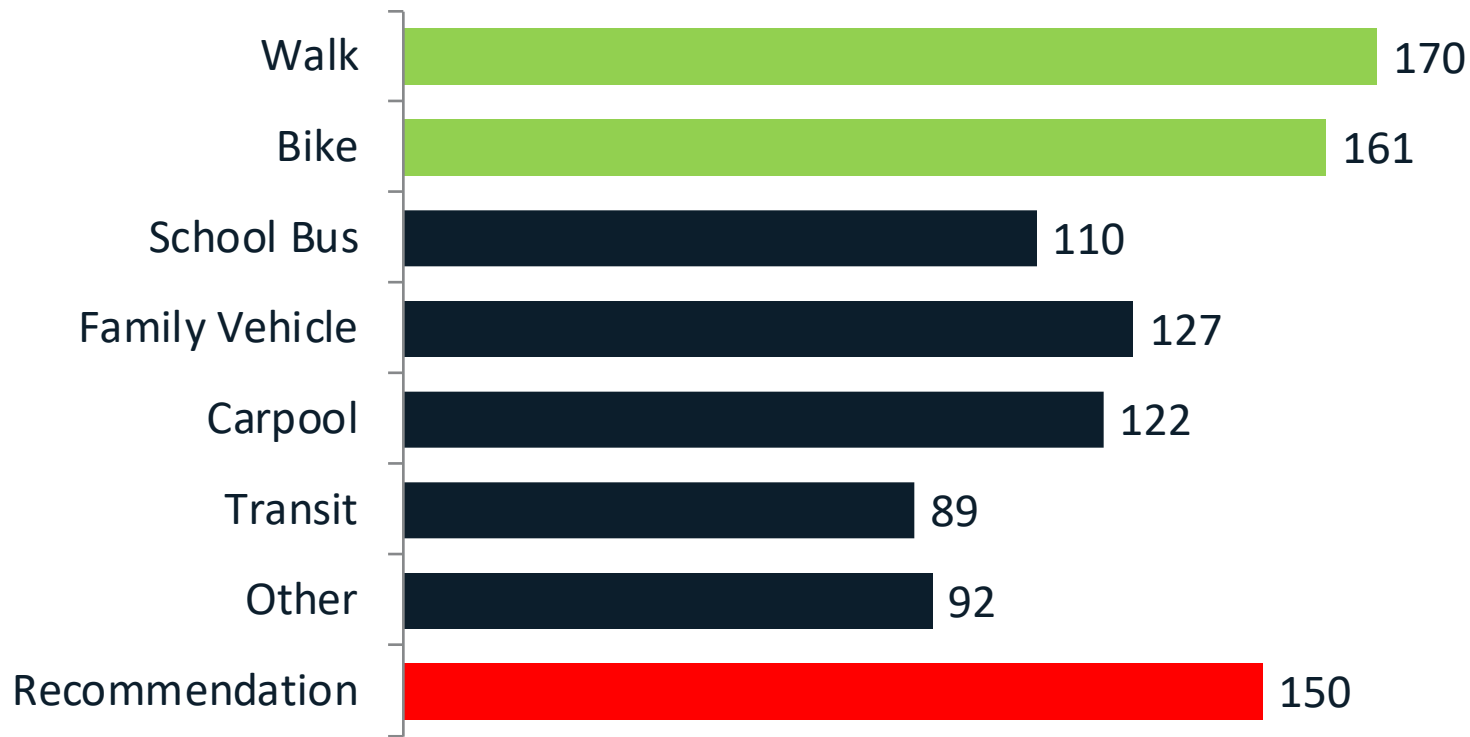


Program sustainability through children influencing their parents



When kids walk or bike, so do their parents

Average number of minutes parents walked or biked per week by child's usual school travel mode



Program sustainability through appeals to people's "self-transcendent values"

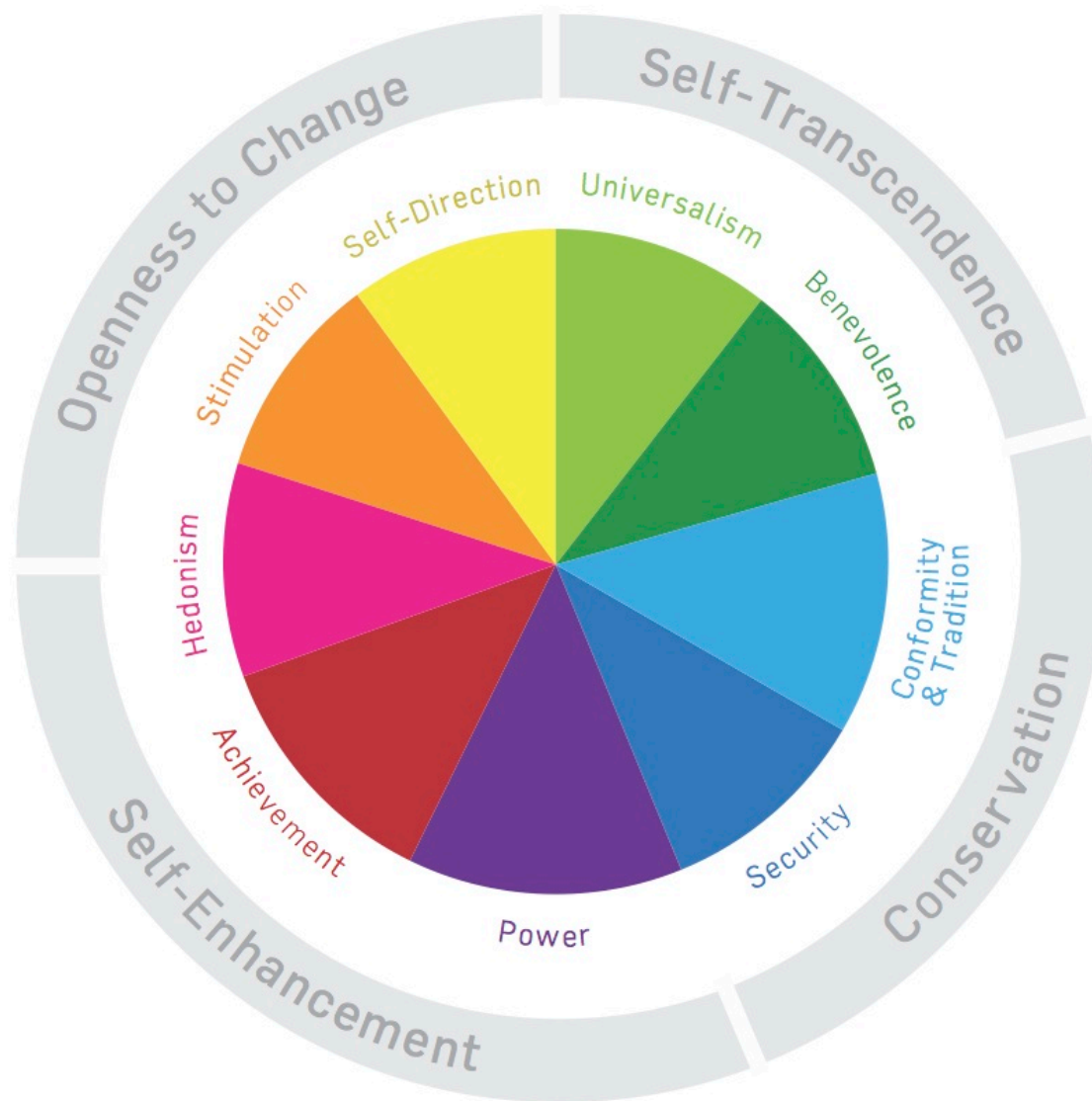
What are values?

Values = beliefs + emotion

They are universal

And shaped by our lived experience

Arrangement of personal values



Source: valuesandframes.org/on-having-more-than-two-sides

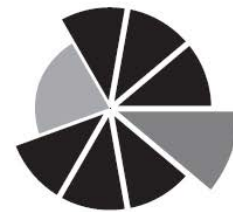
How do values work?

Values are mentally arranged in a “circumplex”

Values **near each other** in the circle **enhance each other** (the “spill-over effect”)

Values on **opposite sides** of circle **suppress each other** (the “see-saw effect”)

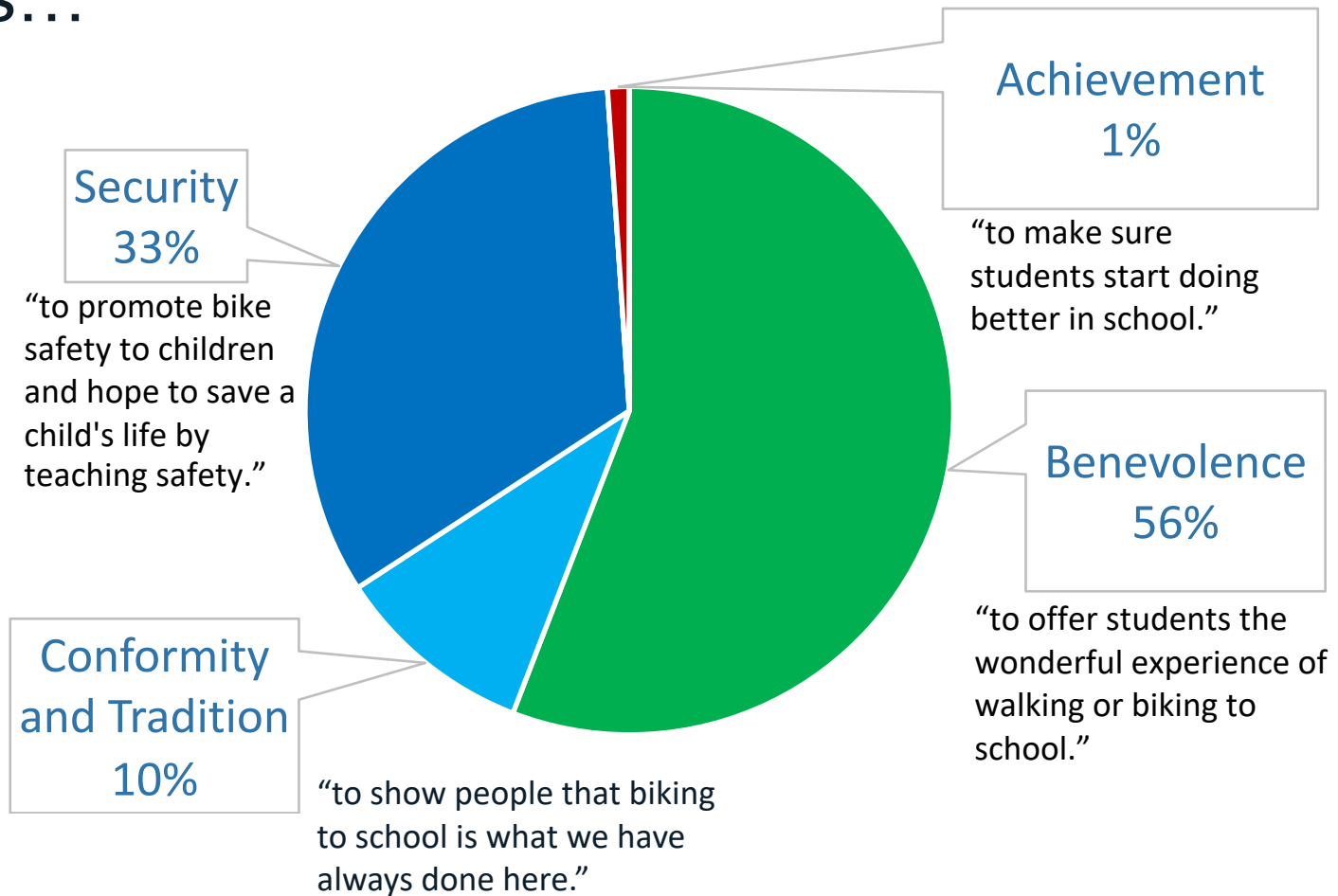
Like muscles, values are strengthened when they are engaged



See: Schwartz, S. H. (2012). An Overview of the Schwartz Theory of Basic Values. *Online Readings in Psychology and Culture*, 2, Retrieved from: <http://dx.doi.org/10.9707/2307-0919.1116>

Why organize a Bike to School Day event?

- “The main reason I organized this BTSD event was...”



Less of this: appealing to **Power** values for wealth

Ride a bike, save money



Fuel money saved
by riding a bike

\$1.6 billion

Average cost per mile to operate

\$.10 **\$.62**

Annual number of bike trips

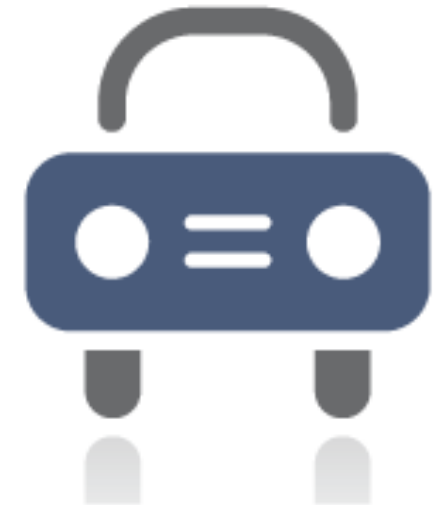
4.1 billion

Number of miles bicycled

8.96 billion

Number of gallons of fuel saved by bicycling

376 million



Price of a gallon of gas

\$4.27

Sources: Alliance for Biking & Walking, Bureau of Transportation
Statistics, U.S. Census, AAA, Environmental Protection Agency

The Register

More of this: appealing to Benevolence values for building community

JAN 22 9am - 11am

BIKE 305 **MIAMI-DADE COUNTY** **EBC** Everglades Bicycle Club **GREEN MOBILITY NETWORK**

Community Bike Ride

SCENIC, URBAN TOUR OF DOWNTOWN MIAMI & WYNWOOD

Please arrive by 8:30 AM
with bike, helmet & water
no earbuds/headphones

Suitable for families
children 10 yrs +
helmet required for children
16 and under.

Ride starts at Metromover
across from Bayfront Park
& Intercontinental Hotel
150 S Biscayne Boulevard

www.biscaynegreenmiami.com

By promoting program sustainability through

- (a) diffusion;
- (b) intrinsic motivation; and
- (c) appeals to certain values...

...we will make **Active School Travel** happen!



Thank You!

Seth LaJeunesse

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919-962-4236

Twitter: @SethLaJ307

Presentation: Building safe active communities

- Russell Brownlee, B.Sc., M.A. Sc., FITE, P. Eng.
- President, True North Safety Group, Toronto



TNS

Ontario Active
School Travel



Building Safe Active School Communities

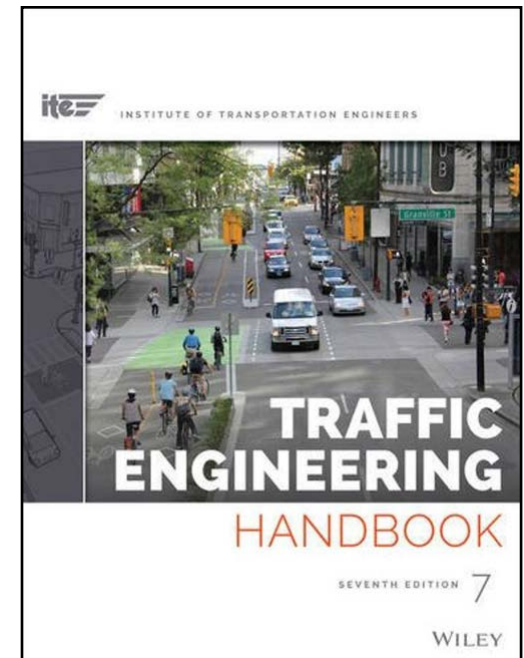
*Russell Brownlee, M.A.Sc., P. Eng.
President, True North Safety Group
416-690-9242
rbrownlee@tnsgroup.ca*

The Need – Planning and Design for Safety

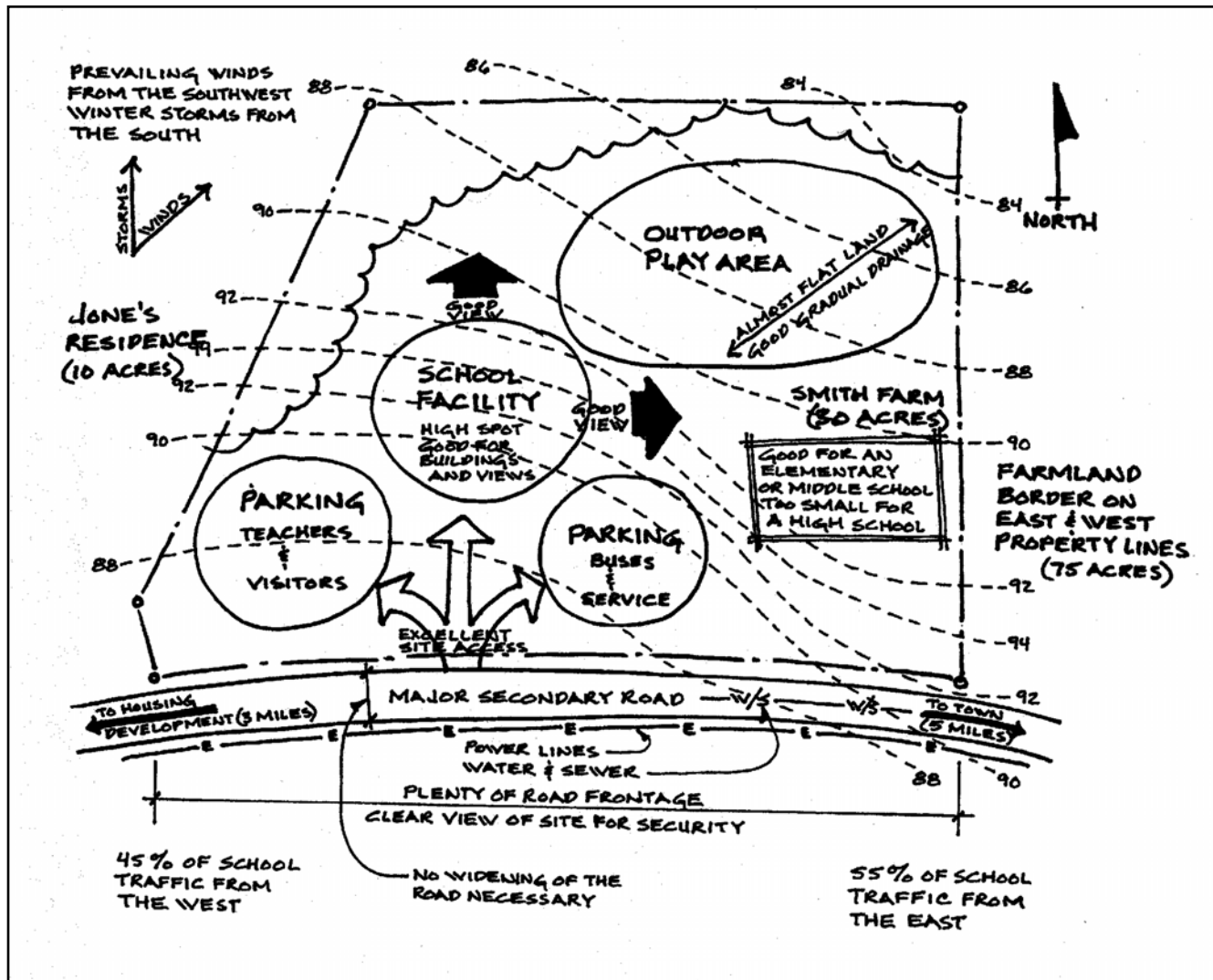
- School site location, frontage and access design have the greatest effect on:
 - Walkability and pedestrian safety/security
 - Long term bussing needs and costs
 - Parent pick-up and drop-off demands
 - Road user conflicts on and off-site
- Poor location and design cannot be remedied with signs, parking by-laws, enforcement, parent encouragement

The Need

- Nature of school operations changing
- Increased demand for active transportation
- Limited local policies and guidance
- Typical transportation documents provide limited assistance

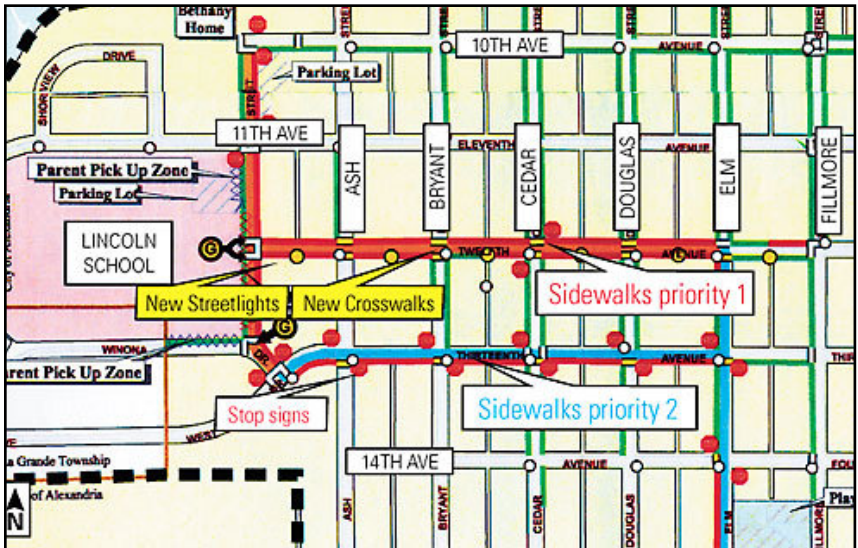


School Site Planning ... the Past



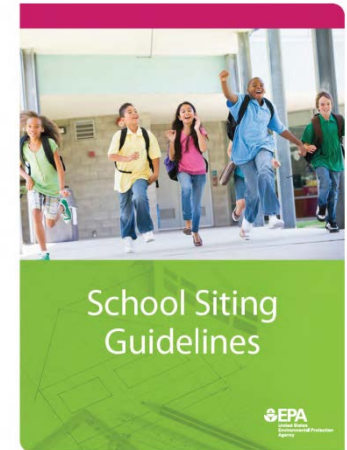
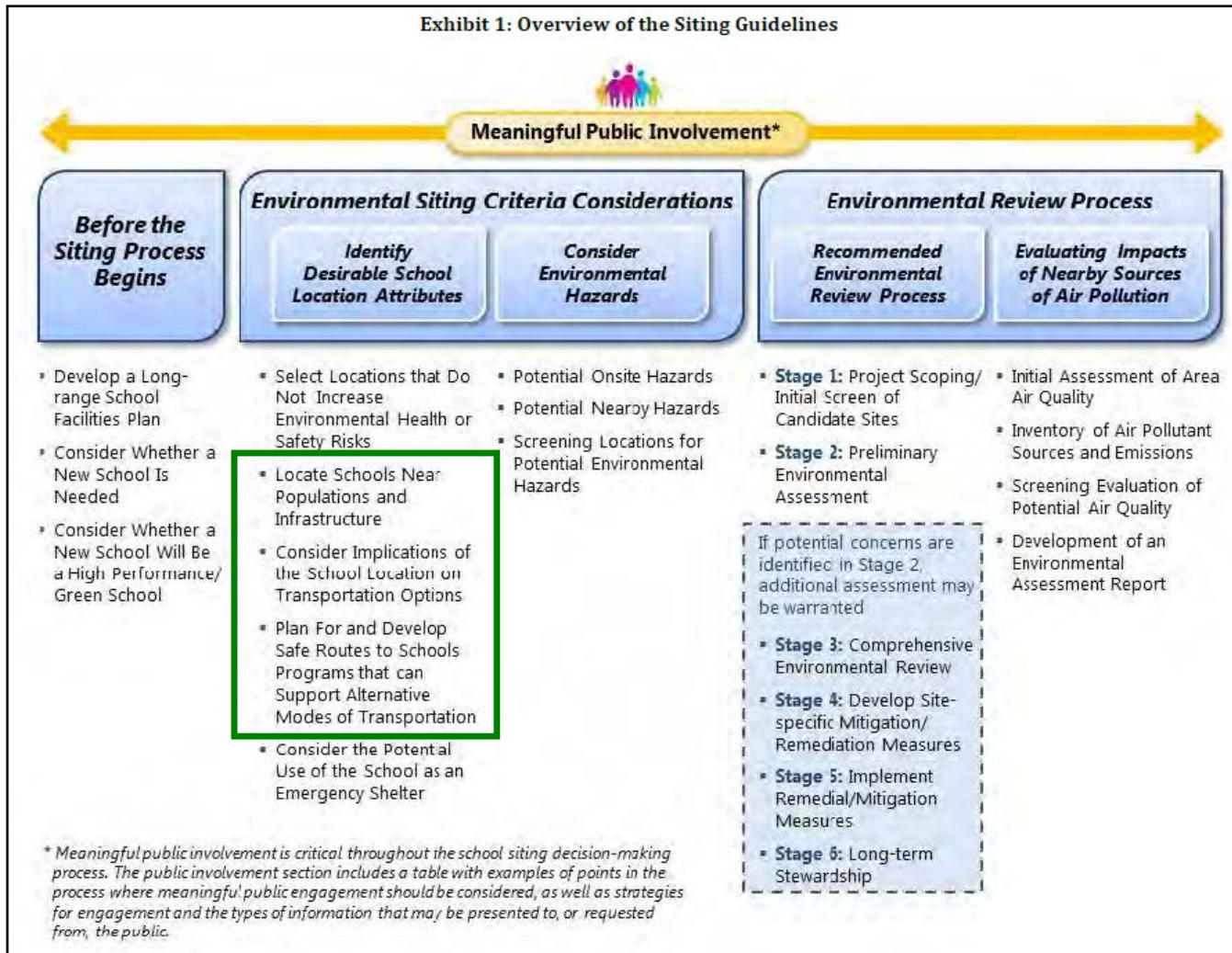
School Site Planning ... the Past

- Safe routes to school programs directed towards existing facilities and safety concerns
- Limited opportunity to change on-site facilities after the fact
- Focus on off-site remedial measures

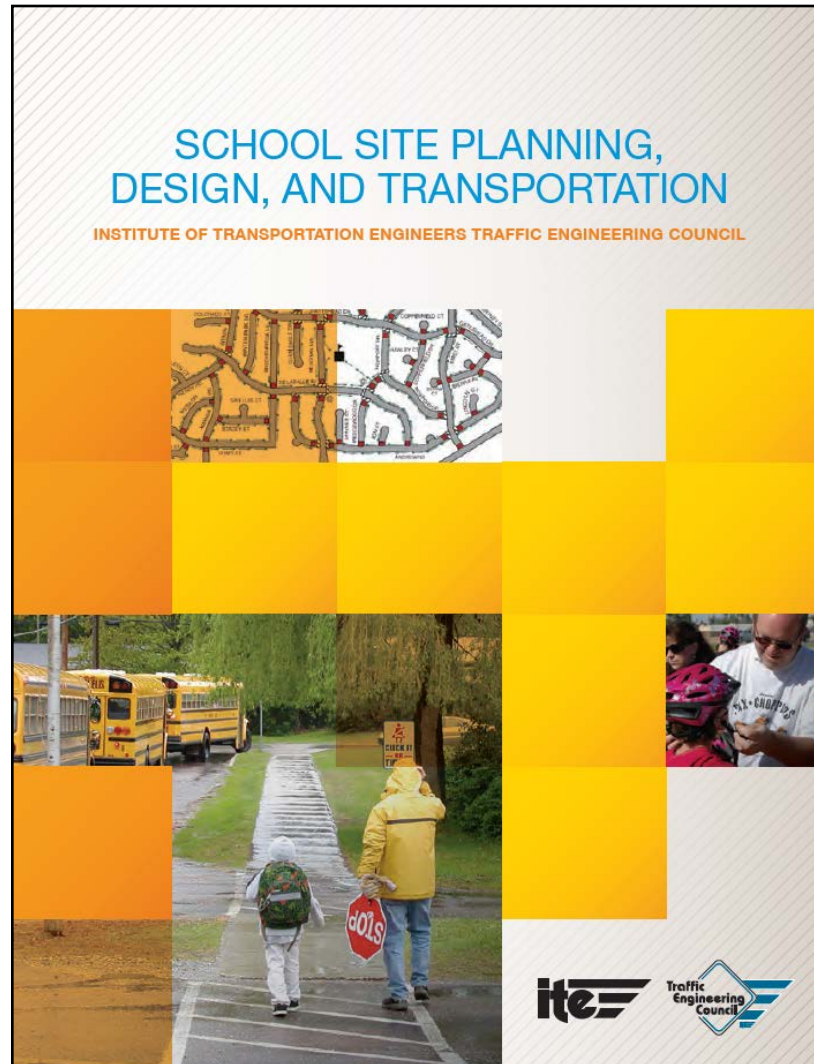


School Site Planning ... the Present

Exhibit 1: Overview of the Siting Guidelines



School Site Planning ... the Present





Primary School Planning and Design Issues

School Bus Operations

- Historically 200 ... now 600, 800, 1,000+ students
- Larger schools means larger attendance boundaries
- Private schools with regional boundaries
- School bus access affected by frontage congestion

Property Requirements

- Higher land costs
- Increased pressure to reduce property requirements or locate on constrained sites
- Consolidated functional uses
- Frontage requirements to accommodate all users



Circulation and Connectivity

- Access to schools limited due to frontage constraints and/or security concerns
- Longer pedestrian routes
- Overload of fewer access points
- Greater demands for bussing and parent drop-off



Parent Pick-Up/Drop-Off

- Safety, affluence or convenience
- Larger percentage of students driven to school
- Traffic congestion and haphazard parking
- High conflict potential for those who choose to walk/bicycle



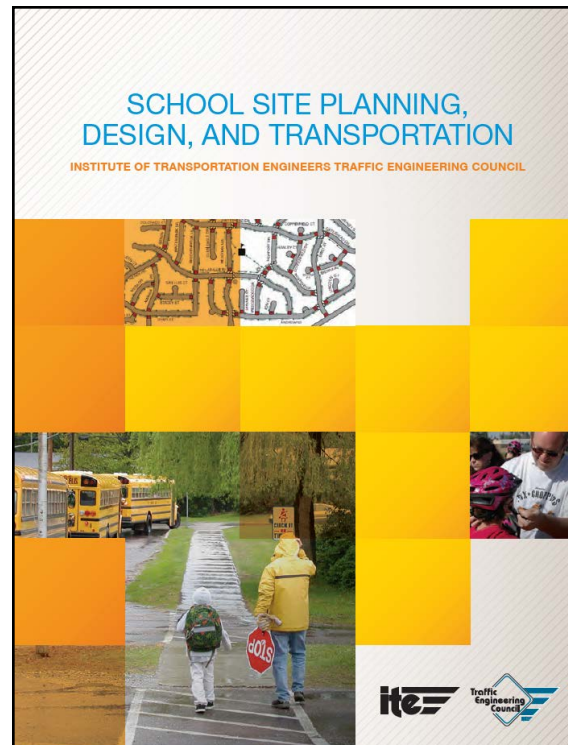


Planning and Designing for Safety

Some guidelines ...

Guidelines

- All school sites are not the same
- School site selection and design does not lend itself to a cookie cutter application



Schools should be located centrally within their planned long term catchment area

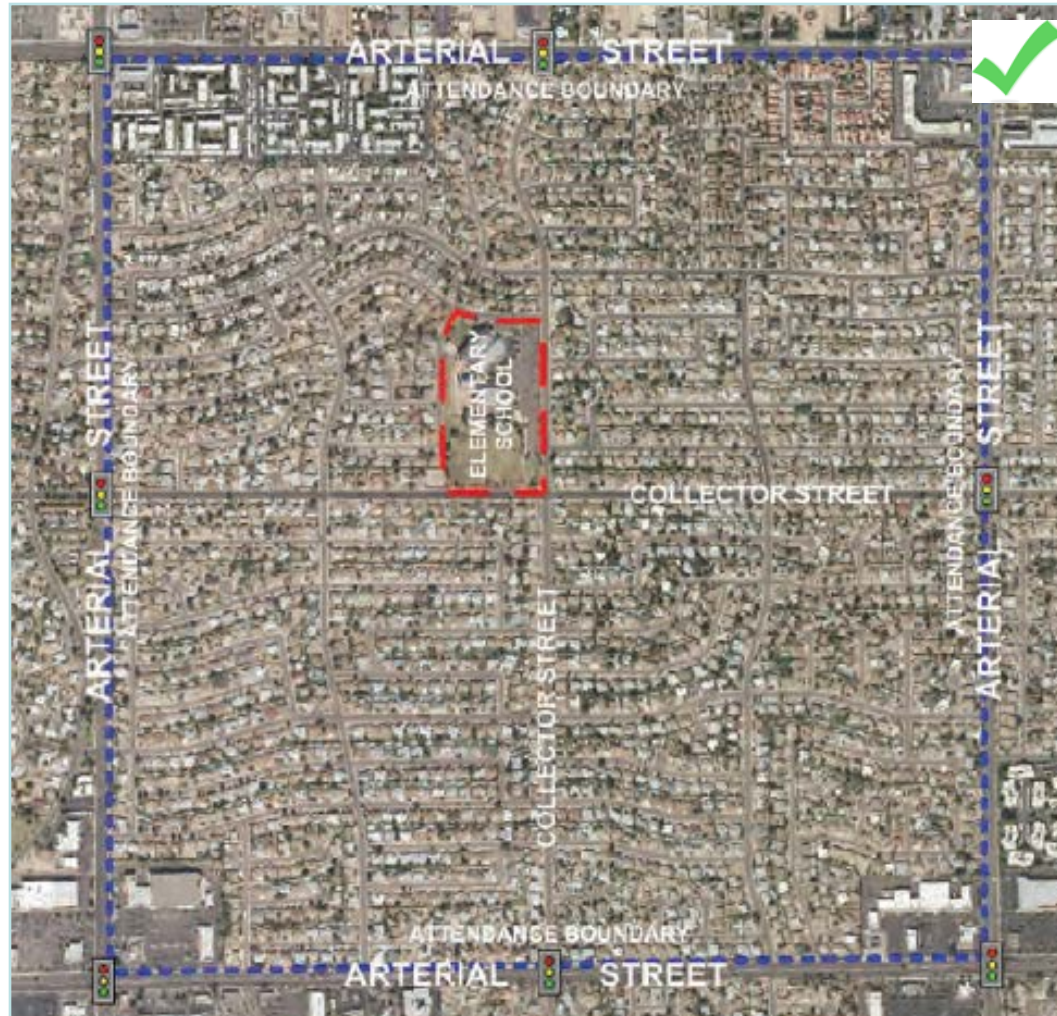
- Central location with good connectivity
- All season access



Central Location/Connectivity



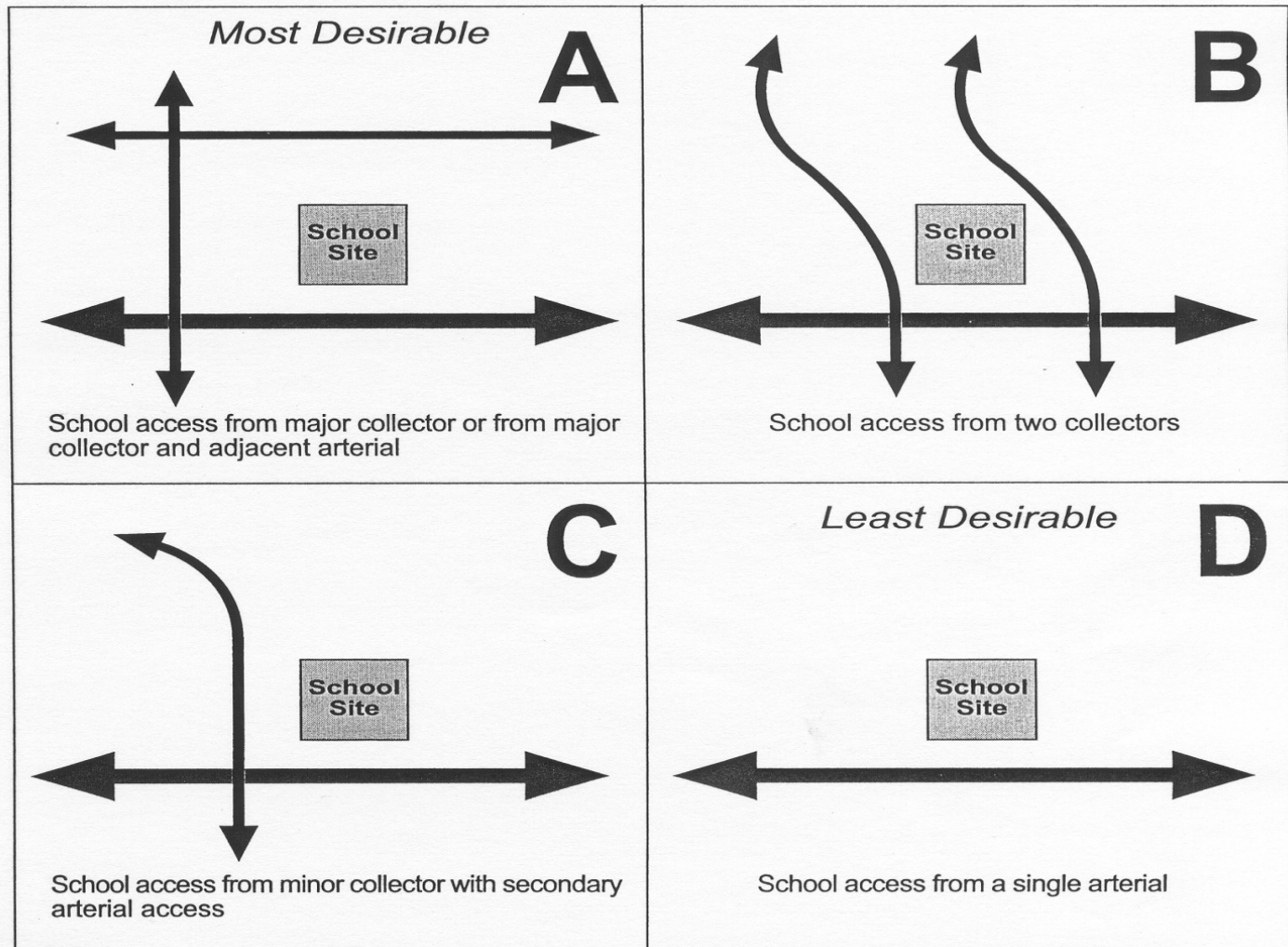
Central Location/Connectivity



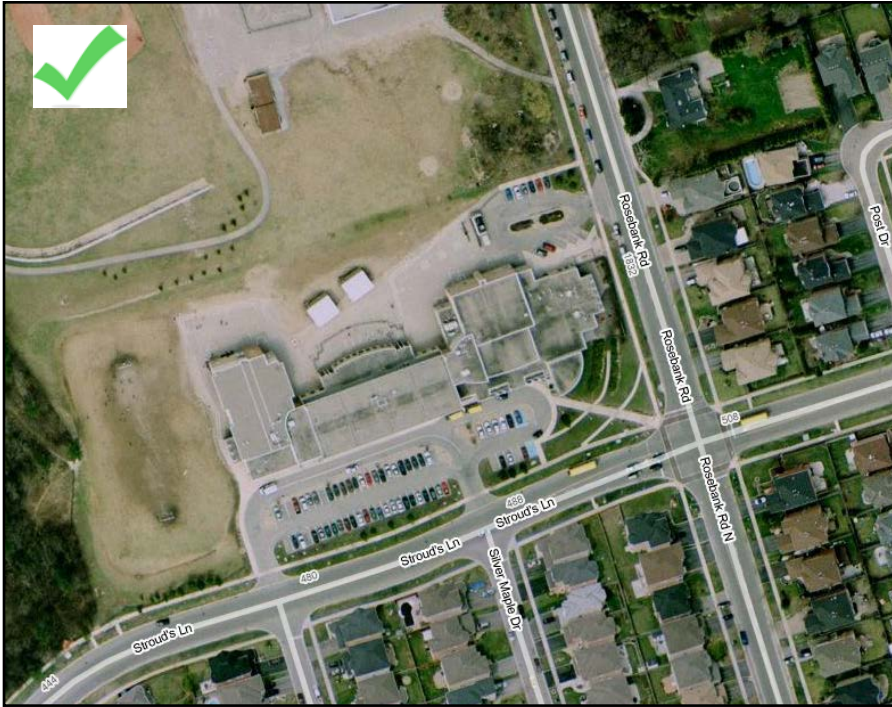
Schools should be located on a corner with frontage on two continuous public roadways

- Promotes good connectivity to surrounding area
- Appropriate location for controlled crossings
- Transit and emergency services access
- Elementary schools – two collector roadways
- High schools – two collectors or side yard on lower order arterial roadway
- Single frontage options on collector roadway

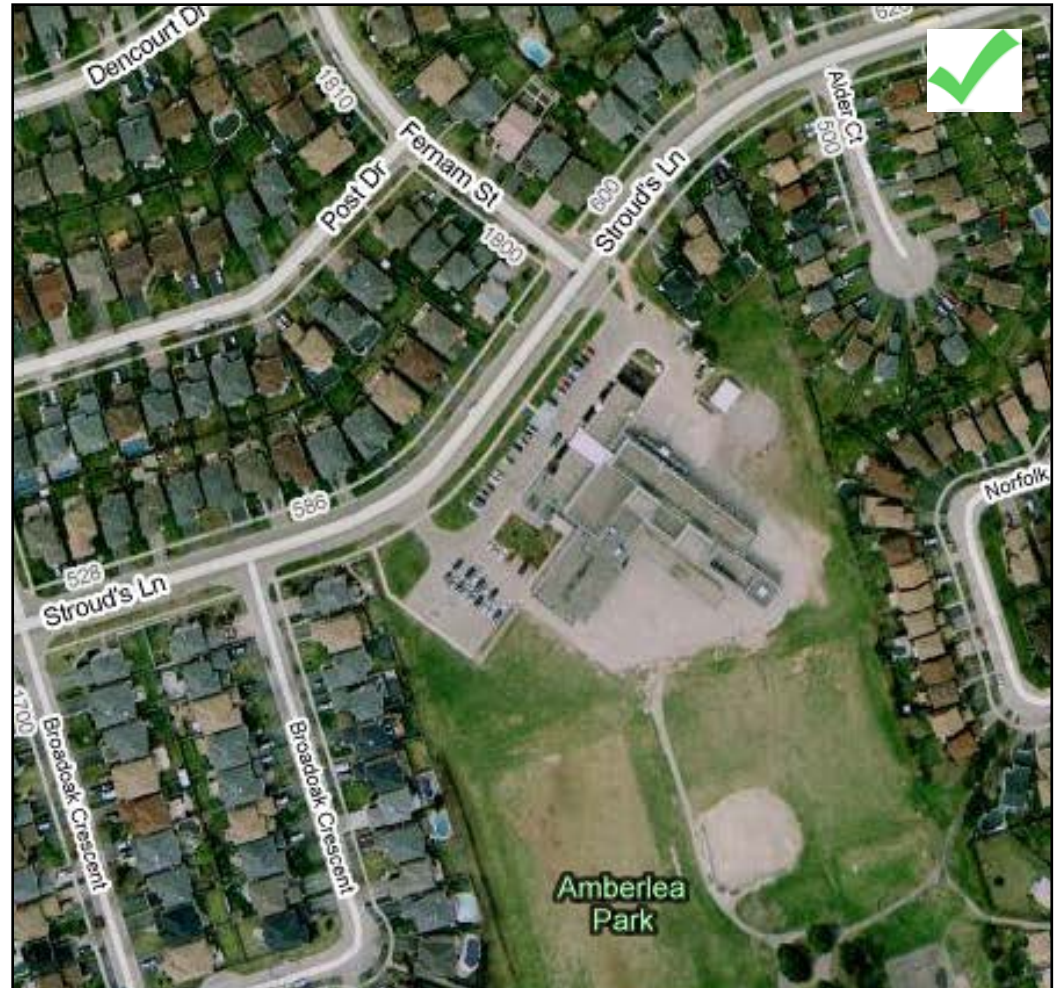
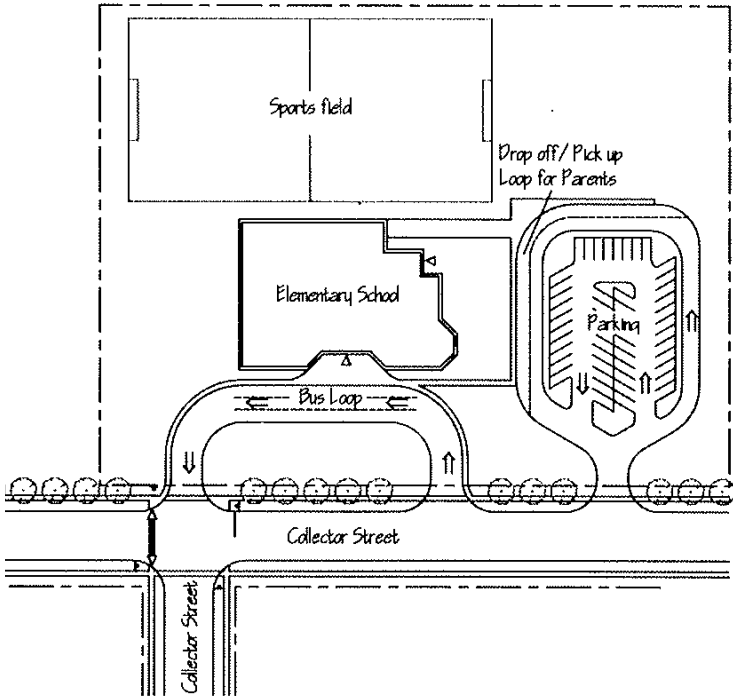
Policy Example



Location



Location – Single Frontage



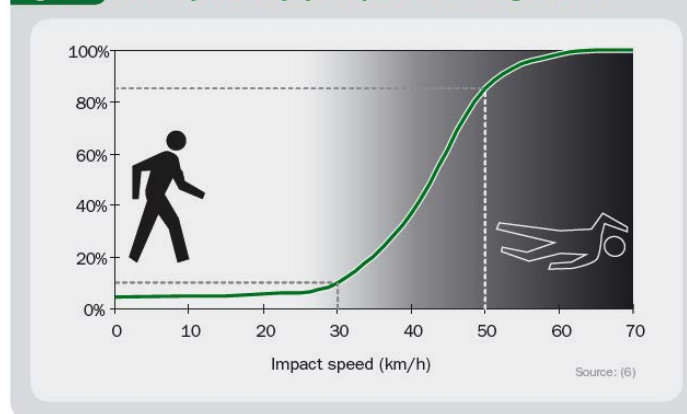
Location – Case Study



Schools should not be planned with their sole frontage or primary accesses on an arterial roadway

- Vehicle and pedestrian access in higher speed environment (60+ km/h)
- Typically wider roadways
- Stopping on arterial roadway
- Lack of controlled pedestrian crossings
- School crossings not permitted

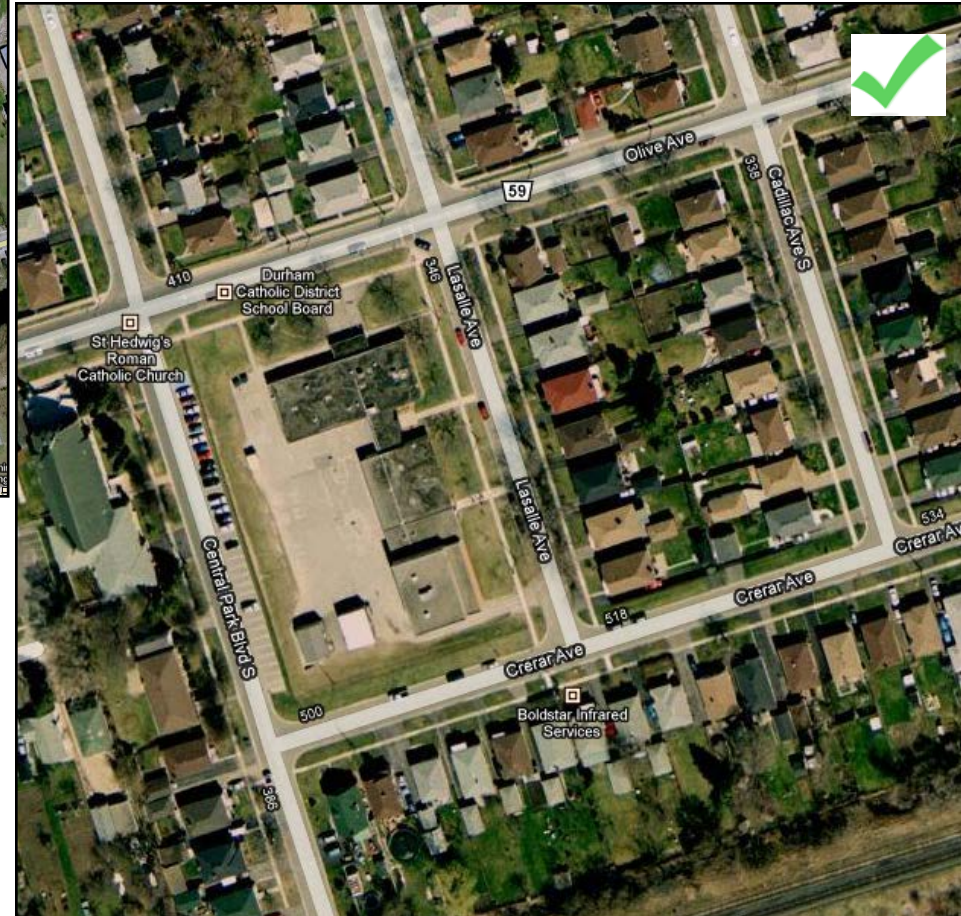
Figure 1.1 Probability of fatal injury for a pedestrian colliding with a vehicle



Arterial Only Frontage



Schools should have a minimum of two two-way accesses to the adjacent roadway



Driveway widths and corner radii shall be minimized, but should accommodate the expected design vehicles

- Wide or uncontrolled accesses increase collision potential
- Longer conflict areas and pedestrian crossing distances
- Higher speed entries



Sidewalks should be provided on both sides of the school frontage roadways

- With direct and continuous connections to controlled pedestrian crossings at intersections, school crossings or mid-block signals
- Provides connectivity to formal routes and controlled crossings and school crossing guards
- Ensure students are not directed to informal mid-block crossings

Pedestrian Facilities



Physical routes provided for each mode of travel should be designed to minimize conflict points and multiple conflict areas

- Determine desire lines of each mode
- Ensure that conflict points are logical and expected



Pedestrian Routing



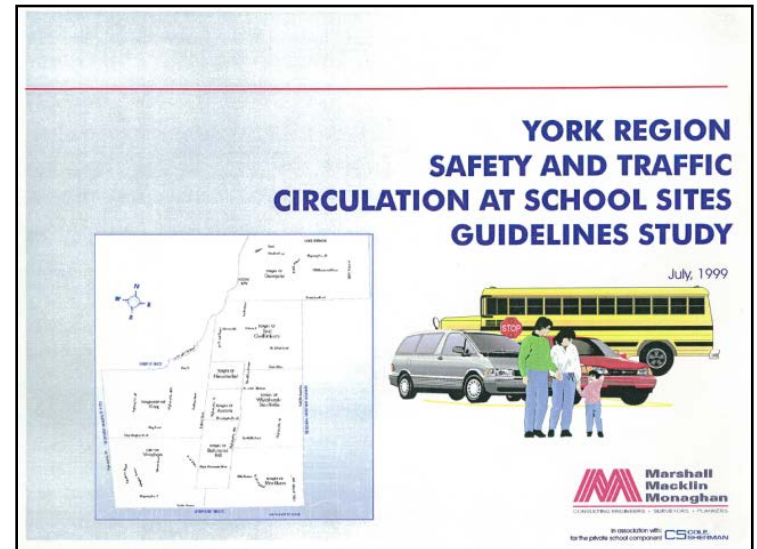
Controlled pedestrian crossings of major roadways must be provided between the school and primary origins

- Proper site location and road network planning should provide logical controlled crossing areas
- Collector roadway intersection preferred
- School crossing guards not promoted on major roadways
- Includes transit stops associated with high schools

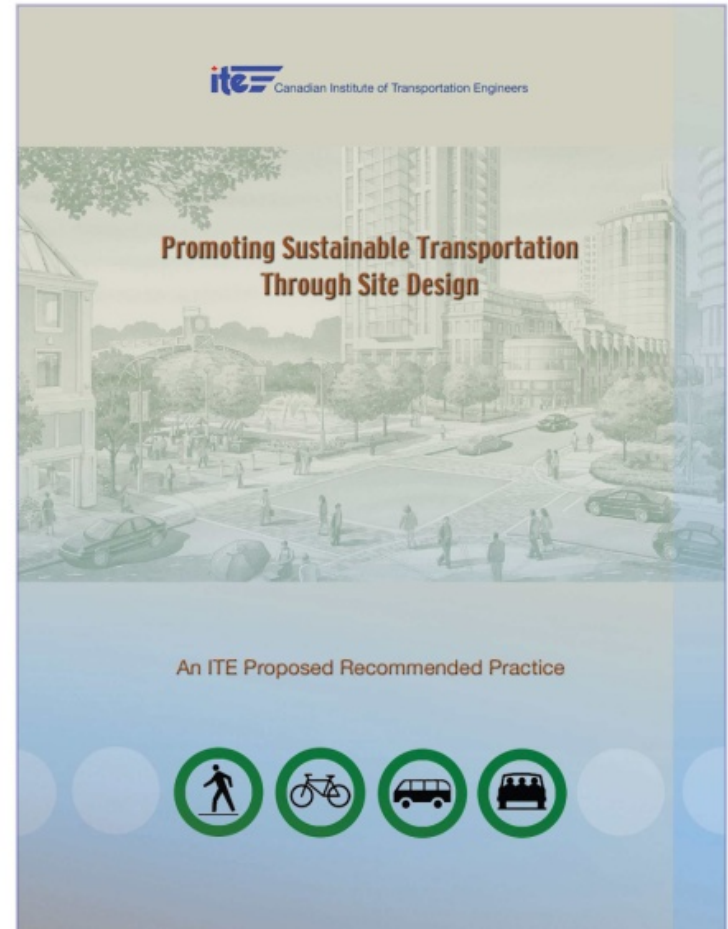
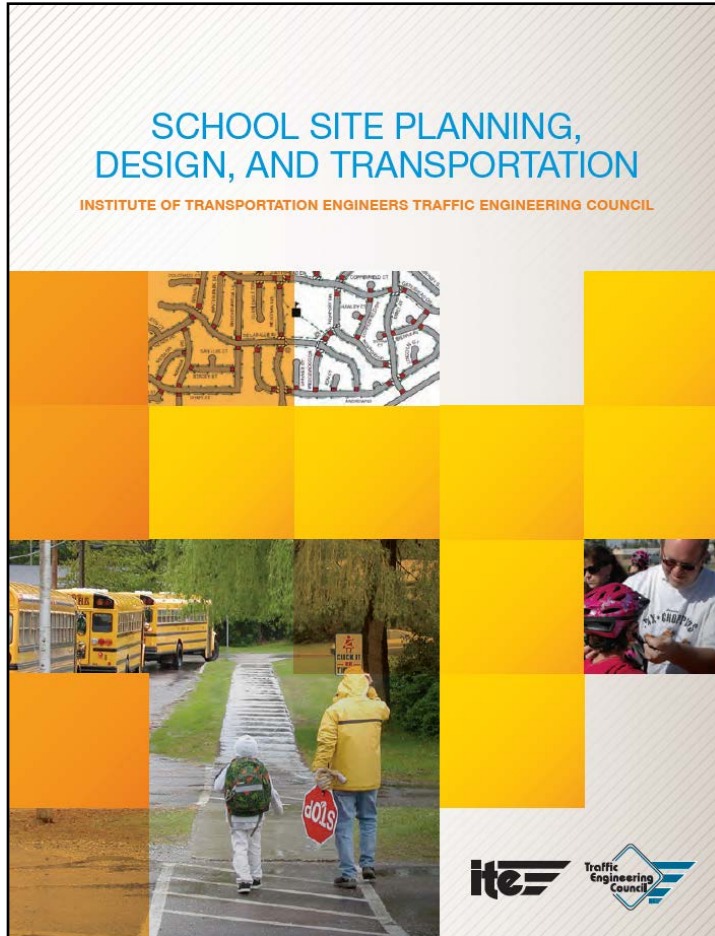


Resources

- Region of Durham School Site Access and Operations Guideline
- Region of York Safety and Traffic Circulation at School Sites Guidelines Study



Resources



Celebrating Active School Travel Champions The Student Voice at St. Eugene CS

Presented by

SAINT EUGENE LEADERS OF



TODAY AND TOMORROW

+ Armi de Francia, School Travel Planning Facilitator

Ontario Active School Travel Summit 2018

Oct 1, 2018 #OASTS2018

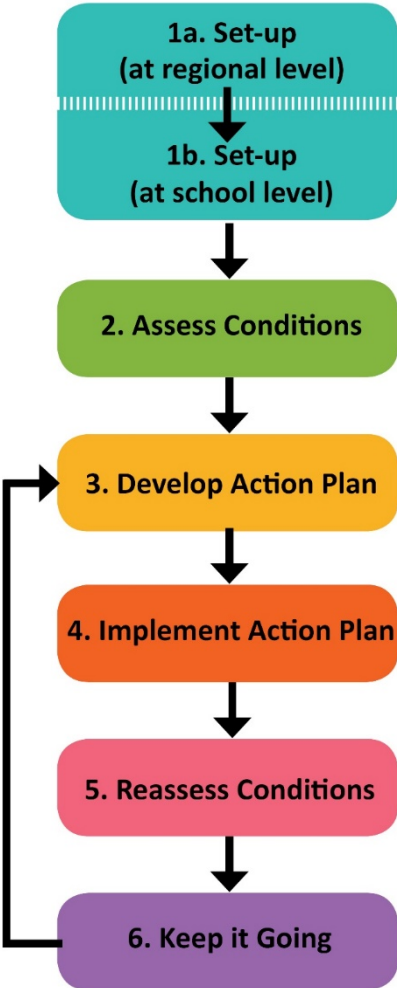
**Ontario Active
School Travel**



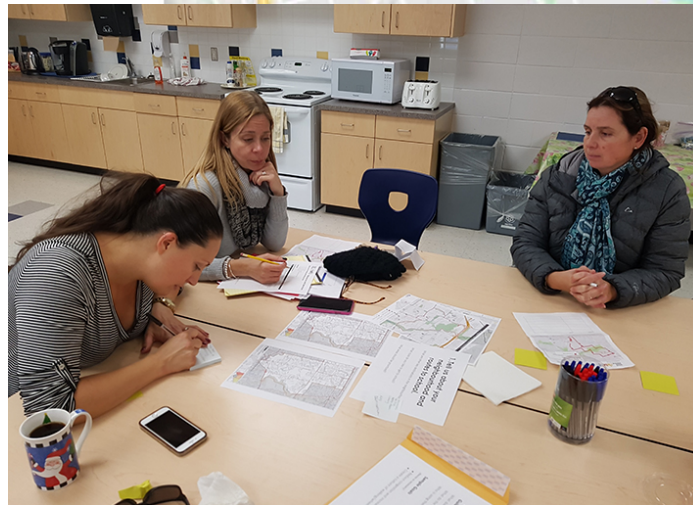


STP at St. Eugene

STP Process



OPTIONS	
Send directions to your phone	
via College St DETAILS	1 h 13 min 19.5 km
via Humber River Recreational Trail	1 h 18 min 20.8 km
via Trethewey Dr	1 h 8 min 17.5 km

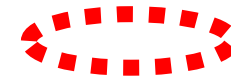




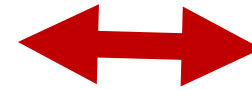
About the neighbourhood



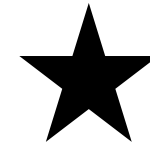
Legend



Unsafe shortcuts



Major arterial roads

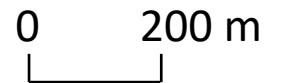


St. Eugene CS



Public school

0 200 m





Unsafe shortcuts





Student input

Problem

cause
in time

Parents dont allow child to walk.
-human trafficking.
-live too far

School beside us

When parents kids off their narrow

→ speeding

Avoid teens → teens are rude + rowdy.

→ usually taking a car - pollution

more traffic → unsafe route → people get hit - people get attacked

cars keep driving - people get hit.

signs, politely raise voice.

-ignore, dont talk to them.

more "attractions" in the area.

walk in groups, have a cellphone.



Who are we?





Neighbourhood traffic





Construction





The park & personal safety



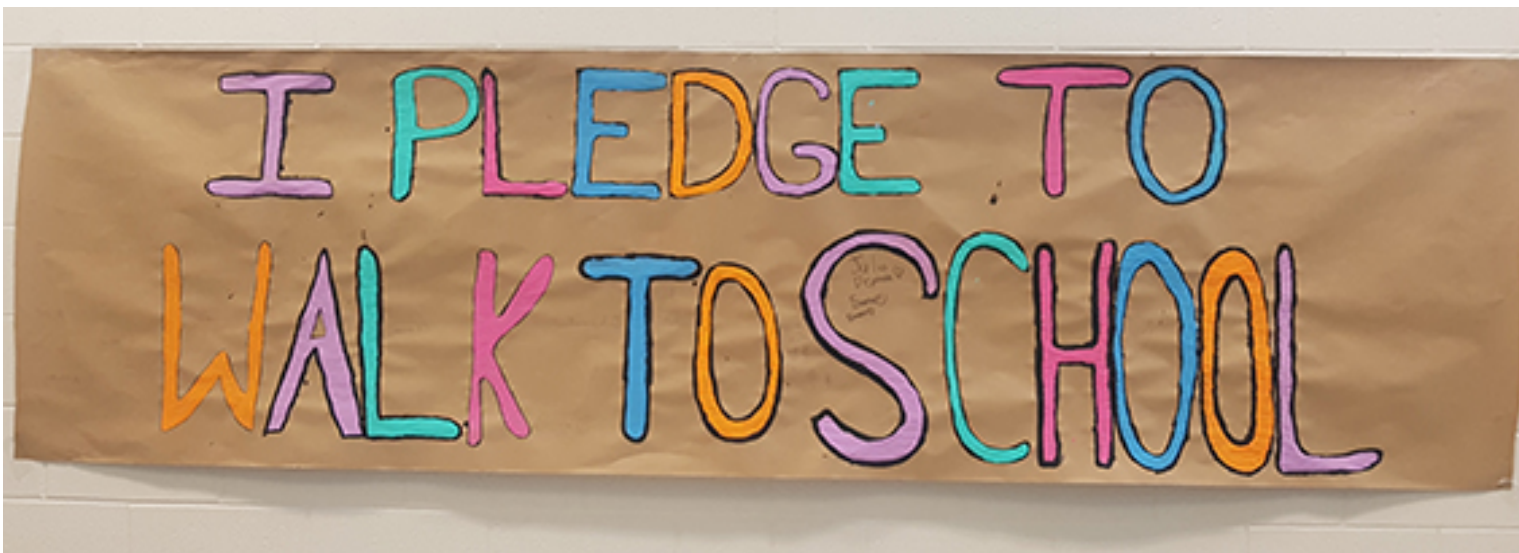


What we like about our neighbourhood





What we did





Our successes



SAINT EUGENE LEADERS OF



TODAY AND TOMORROW

Our successes





Challenges





Challenges

I PLEDGE TO
WALK TO SCHOOL



Walk to School Day
at St. Eugene CS
Friday, April 13, 2018



Get ready to walk 'n roll! Get together and walk with your family, friends, or a group of walking buddies on Friday, April 13! Walking together helps us look out for each other and get to know our community.

Walking and non-motorized rolling to school is good for children's health and well-being (like opportunities to learn and socialize on the way to school, and arriving to school alert and ready to learn), our community (reduced traffic congestion around the school) and the environment, too.

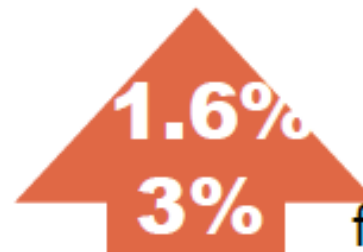


What we would like to see

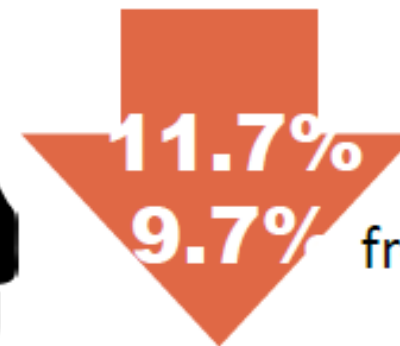




Results



to school
from school



to school
from school

4 parents reported that they were **driving less** since STP began

Celebrating our champions

- Jacky Kennedy
- Lifetime Achievement Award



Our exhibitors

- Canadian Automobile Association
- Canadian Cancer Society
- City of Toronto: Vision Zero
- Green Action Centre
- Human Environments Analysis Laboratory
- Ministry of Transportation
- Ontario Active School Travel
- Ontario EcoSchools
- Toronto Centre for Active Transportation



Canadian
Cancer
Society



Ontario Active
School Travel

Panel: engaging boards & consortia

- Moderator: Teresa de Felice, CAA
- Panelists:
 - Kristen Evers, Toronto District School Board
 - Lori Powell, Niagara Student Transportation Services
 - Trevor Favretto, Upper Grand District School Board
 - Maureen Cosyn-Heath, SW Ontario Student Transportation Services



Innovation & inspiration café

- 12 topic tables, each with a **host** and a **facilitator**
- Topic list is in your delegate pack and will be on the screen
- When you come back from the break, head to your chosen table
- If the table is full, find an alternative choice
- Round 1 - 30 minutes
- Rotate
- Round 2 - 30 minutes



Café topics

1. Risk mitigation: removing barriers to active school travel
2. School siting and site design
3. Fostering partnerships and programming at a regional scale
4. Meaningful engagement with the school community, esp. students and their families
5. Building program sustainability – finding and cultivating local champions
6. Institutionalizing active school travel – challenges and opportunities
7. Active school travel in rural communities
8. Walking school buses
9. School travel planning: local adaptations
10. Developing and implementing supportive municipal policy
11. Coordinated data collection – making the case with data
12. Developing a parent engagement strategy

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Closing session

- Reflections from Seth Lajeunesse
- Final words from GCC & Ontario Active School Travel Council



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