

School Travel Plan Cassandra Public School

*Year 3
2016-2017* *Compiled by: Armi De Francia
School Travel Planning Facilitator, Green Communities Canada*



Funding provided by:



Insurance
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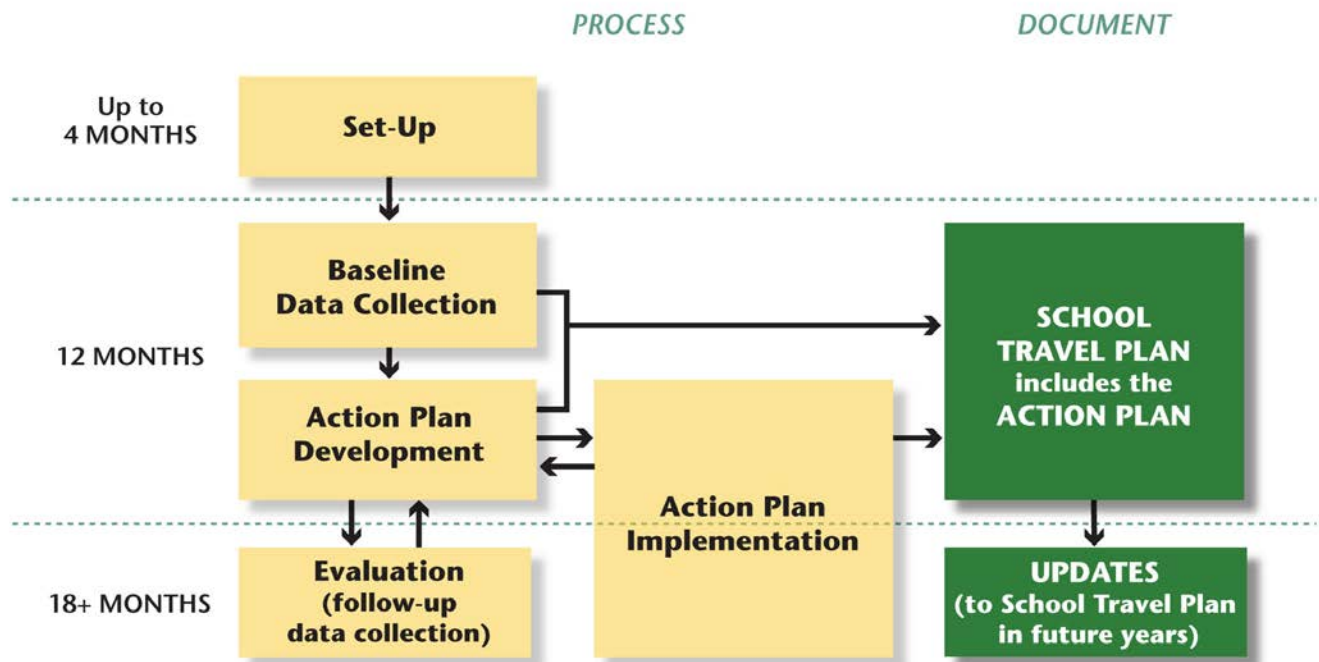
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About School Travel Planning

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

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

Background:



Cassandra PS was 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 was 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).

Cassandra PS is also one of seven elementary schools included in a special addition to the School Travel Planning work, called Project LifeCYCLE. Project LifeCYCLE builds on the School Travel Plan created during the 2014-2015 school year by offering new cycling workshops for classroom education, additional resources for bike rodeos and/or assemblies, the opportunity to hear from young, provincially-competitive cyclists, and the coordination of a neighbourhood bike-about.

Funding for Project LifeCYCLE is provided by the Ministry of Tourism, Culture and Sport. The project partners are CultureLink Settlement and Community Services, Triathlon Ontario, Metrolinx, Toronto Public Health, City of Toronto Cycling Infrastructure, and CAN-BIKE.

Project LifeCYCLE provides a best-practice model that can be followed by other Toronto schools who wish to integrate increased active travel into school culture through improved student knowledge and emphasis on the connections between cycling for transportation, recreation, and sport.





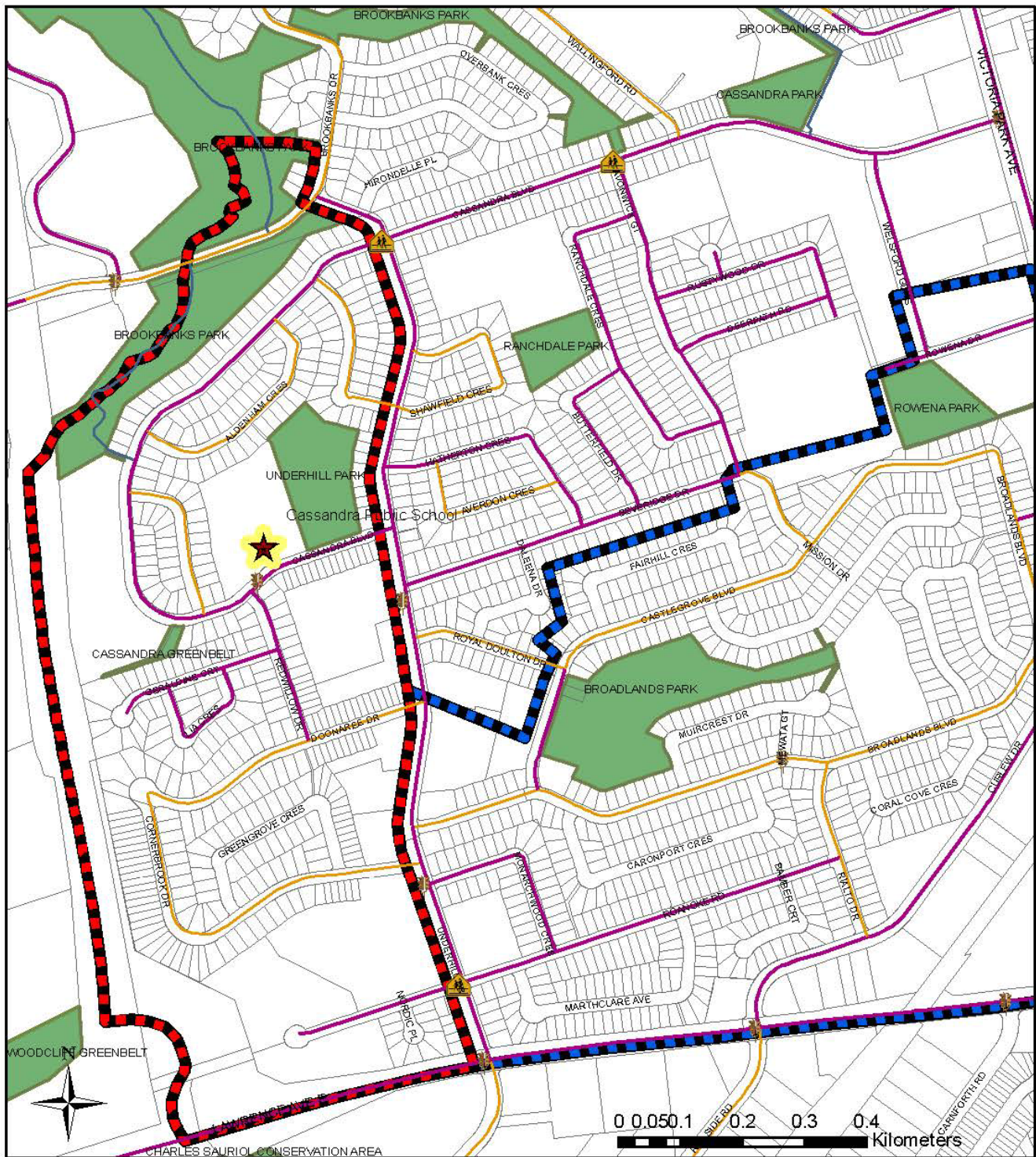
School Travel Plan

About the School

March 2017 School Profile

School Name	Cassandra Statistics below that are marked with an asterisk * are from the Ministry of Education School Information Finder
School Type, e.g. public, separate, private	Public Elementary School
Age of School / Year Opened	1965
Name of School Board	Toronto District School Board
Number of Students	266
Number of Families	
Grades, e.g. K-6, K-8	K – 5
School Bell Times	8:40 am ; 3:15 pm
Number of Parking Spaces, staff/visitor	2 parking lots: 1 on the west side of the building (~29 spaces) 1 on the east side of the building (~18 spaces)
Description of Location, e.g. city centre/suburban/rural	Suburban
Is the school in a Neighbourhood Watch or Block Parent Community?	No
% Bussed Students	
Socio-Economic Description of Families	17% of students live in lower-income households (Provincial average = 16.9%)*
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc.	Extended French starting at Grade 4, intensive support program for learning disabilities, AGO & TDSB program collaborations, visual arts workshops,
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	Speeding – some on Cassandra Blvd, worst on Underhill Dr; Safety –perception of stranger danger among some of the school community. Further details can be found in the <i>Travel Challenges</i> section.
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"> • School bus drop-off zone • Adult crossing guard • Grade 5 Safety patrollers • Low profile bike racks are available in a fenced area located on the west side of the school.
Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs	Police Officer School Liaison, safety arrival program, safety education lessons, stop the bullying workshops
Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health	EcoSchools, Kilometre club, recognition assemblies
Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)	Parent Council, Newsletter, Website
Other Information	For 31.9% of students, English is not their first language*

Crossing Guards, Traffic Lights, Sidewalks



Legend



Sidewalk

- Sidewalk on both sides
- Sidewalk on east side only
- Sidewalk on north side only

- Sidewalk on south side only
- Sidewalk on west side only
- Walkway (confirmed)

School Boundary

- Cassandra PS
- Cassandra PS / Ranchdale PS

Sidewalk_Inventory

School Travel Planning Goals

Throughout the STP process, stakeholders have identified the following goals for Cassandra PS:

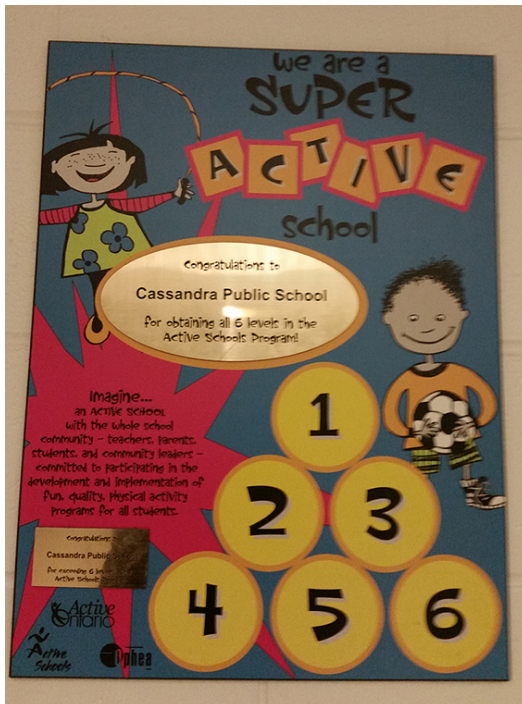
- Increase safety for pedestrians and cyclists in the school neighbourhood
- Increase active travel on the school journey

Key Goals for this School

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

1. Educate students and parents on the importance of active travel along with safety tips, with the help of Toronto Police Services and Toronto Public Health
2. Hold Walk to School Days
3. Hold a Bike Rodeo
4. Work towards infrastructure improvements, such as painted crosswalks where they are missing

Specific action items are detailed in the Action Plan (see Appendix B).



This section presents the main travel challenges at Cassandra PS identified by the Walkabout with stakeholders in February 2015, and additional parent council meetings and stakeholder meetings throughout the year. Please see the full Walkabout report in the Year 1 School Travel Plan for further details and the Action Plan in Appendix B for upcoming and existing actions intended to facilitate improvements.

Positive Features

In addition to the school's long history of environmental consciousness and action, the school and neighbourhood have many characteristics that provide opportunities for enabling walking and biking.



Local Roads

Cassandra PS is located in a residential area surrounded by local roads (See the Road Classification map in Appendix D on page 20). Local roads are designed to carry less than 2500 per day and are designated for lower traffic speeds.

Photo credit: Serita Lawson



Signage

There are several walking route and school zone signs in the neighbourhood, including a few on collector roads (Underhill Drive, Cassandra Blvd east of Underhill Drive). Collector roads are intended to move more vehicles than local roads (between 2500-8000).



Fenced area for bike racks

Photo credit: Katie Wittmann

The two bike racks in a fenced area on the west side of the school can store up to 25 bikes. There are steps separate from the parking lot entrance leading to this bike parking area.



Neighbourhood walkways with greenery

Photo credit: Katie Wittmann

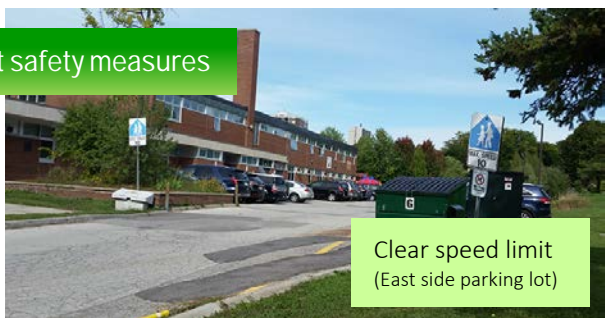
Locations:

- Underhill Park
- Link between Redwillow Drive and Doonaree Drive and Greengrove Crescent
- Along Deerlick Creek linking Cassandra Blvd to Brookbanks Drive



Parking lot safety measures

Speed bumps (West side parking lot)



Clear speed limit (East side parking lot)

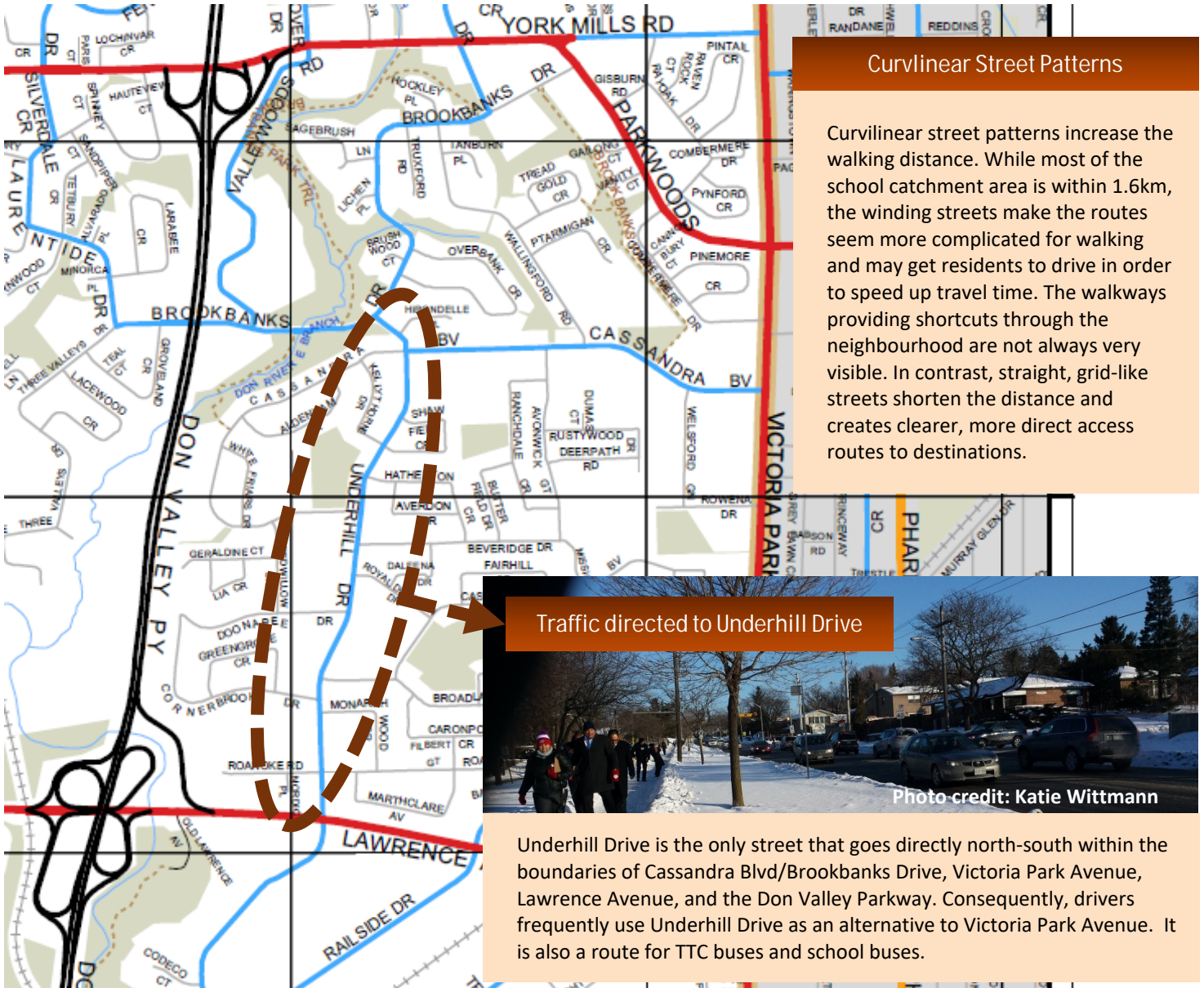
Short distances

Most of the neighbourhood south of York Mills Road/Parkwoods Village Drive is within 1.6 km radius from the school. There are also 2 other schools within this distance that serve the northeast and southeast parts of the neighbourhood.

Incentives for driving in the neighbourhood

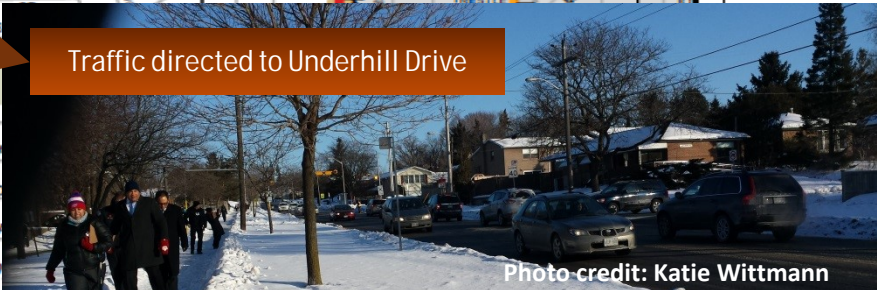
Although the catchment area size provides a suitable walking distance for most families in the neighbourhood, there are also elements in various parts of the neighbourhood that enable driving. These elements affect traffic levels and speeds.

Ward 34 Road Classification Map



Curvilinear Street Patterns

Curvilinear street patterns increase the walking distance. While most of the school catchment area is within 1.6km, the winding streets make the routes seem more complicated for walking and may get residents to drive in order to speed up travel time. The walkways providing shortcuts through the neighbourhood are not always very visible. In contrast, straight, grid-like streets shorten the distance and creates clearer, more direct access routes to destinations.



Traffic directed to Underhill Drive

Photo credit: Katie Wittmann

Underhill Drive is the only street that goes directly north-south within the boundaries of Cassandra Blvd/Brookbanks Drive, Victoria Park Avenue, Lawrence Avenue, and the Don Valley Parkway. Consequently, drivers frequently use Underhill Drive as an alternative to Victoria Park Avenue. It is also a route for TTC buses and school buses.

<p>TORONTO Transportation Services Road Classification System Adopted by City Council November 27, 28 and 29, 2012</p> <p>Operational Planning and Policy Unit Transportation Infrastructure Management Section Transportation Services Division</p>	<p align="center">Don Valley East (34)</p>		<p>North York District Scarborough District Etobicoke York District Toronto and East York District</p> <p>Modified: August 26, 2013 Created: June 18, 2013 Name: RC2013mapbook_20130707</p>
	<p>Road Classification System</p> <ul style="list-style-type: none"> Provincial Expressway Toronto Expressway Major Arterial Minor Arterial Collector Local Ward Boundary 	<p>Physical Features</p> <ul style="list-style-type: none"> River Railway Shoreline Trail Hydro Line Walkways Parks & Recreation Area 	

NOTE: This map has been cropped to show the school catchment area.

Source:

<http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Road%20Classification%20System/Files/pdf/2012/Ward%20Maps/ward34.pdf>



- Wide lanes allow for drivers to speed through the neighbourhood.
- Some lanes in the neighbourhood are wide enough to fit in bike lanes, such as Underhill Drive (see image left).

Parking

Visible parking for vehicles encourages more people to drive.¹

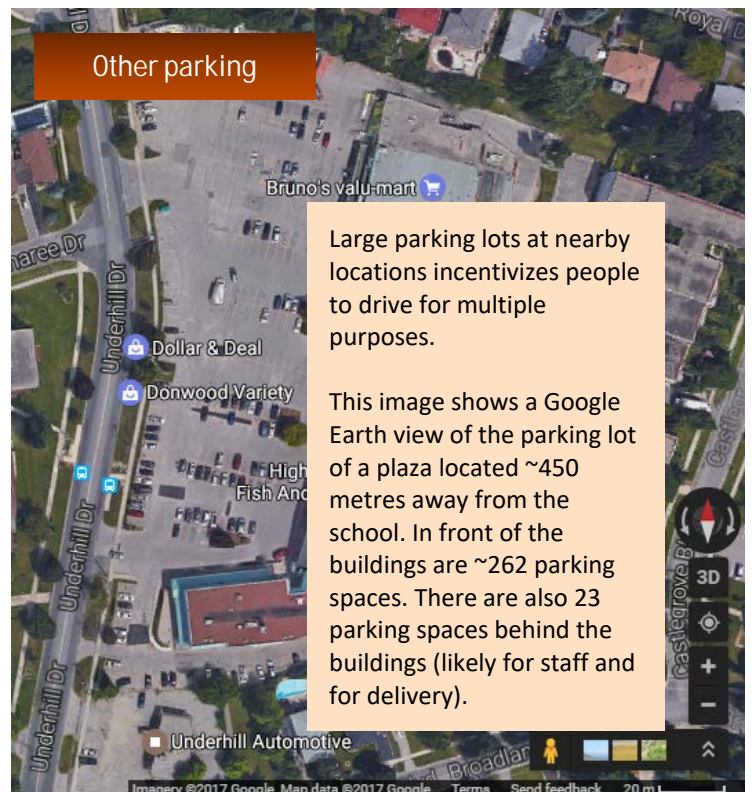
1. Source: Jaffe, Eric (January 12, 2016), "The Strongest Case Yet That Excessive Parking Causes More Driving". *City Lab*. Available at <http://www.citylab.com/commute/2016/01/the-strongest-case-yet-that-excessive-parking-causes->



The multi-unit dwellings also have parking lots for residents though not all of these lots are visible from the streets. The image below shows vehicle access to parking behind the Denewood building from Doonaree Drive



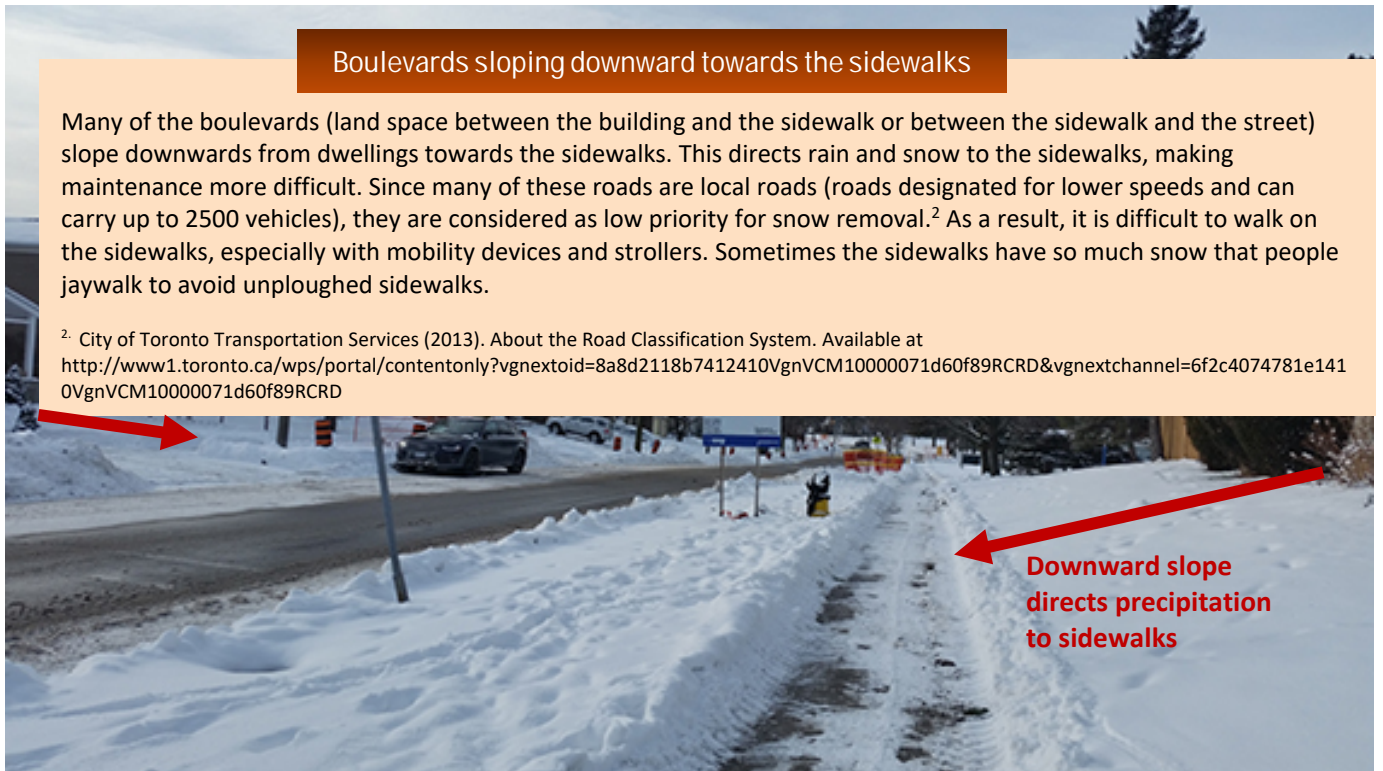
Photo credit: Google Maps Streetview



Large parking lots at nearby locations incentivizes people to drive for multiple purposes.

This image shows a Google Earth view of the parking lot of a plaza located ~450 metres away from the school. In front of the buildings are ~262 parking spaces. There are also 23 parking spaces behind the buildings (likely for staff and for delivery).

Quality of Walking Routes



Year 1 Completed Action Plan Items 2014-2015



Walkabout



Action plan process



Cyclist and Pedestrian Safety in the monthly newsletter



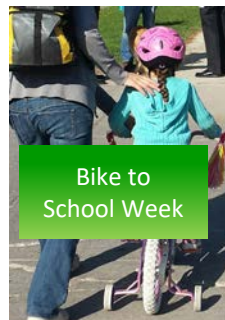
Eco Club activity on Active School Travel



Spring Walk & Roll to School Day



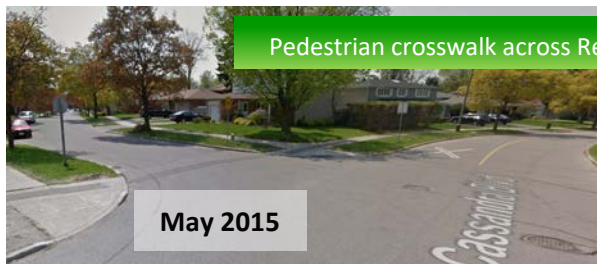
Walking Wednesdays



Bike to School Week

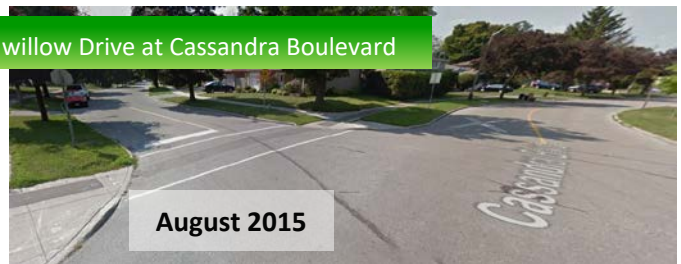


Booth at 50th Anniversary Event



May 2015

Pedestrian crosswalk across Redwillow Drive at Cassandra Boulevard



August 2015

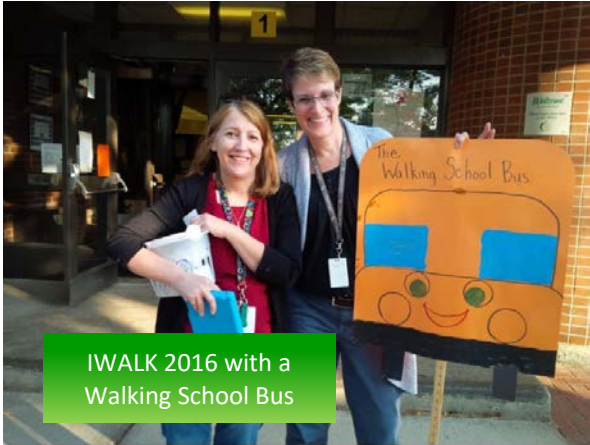
Source: Google maps

Year 2 Completed Action Plan Items 2015-2016



- Other Items accomplished
- Toronto Public Health presentation on bike safety
 - Indoor Cycling Safety Workshop by Green Communities Canada and CultureLink

Year 3 Completed Action Plan Items 2016-2017



IWALK 2016 with a Walking School Bus



Athlete presentation

Cassandra PS @Cassandra_PS · 5 Oct 2016
 It's #walkday at Cassandral Our walking school bus was a great success!
 pic.twitter.com/0Nwui4tMK9



Watch Your Speed Program



Walk to School posters by students



Other Items accomplished

- Using the travel surveys to teach data management
- Pylons by the school exit doors to ensure that people do not park there

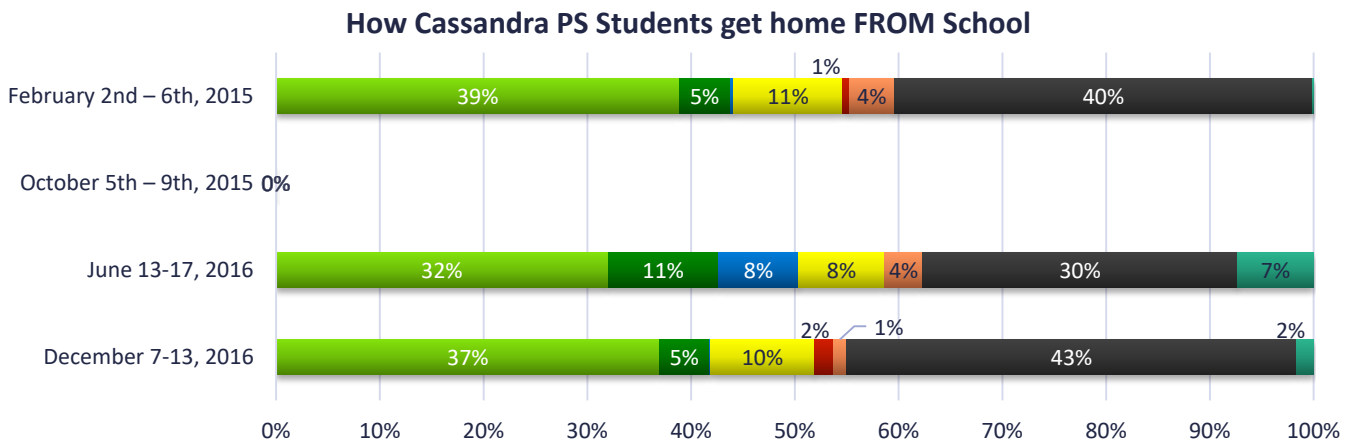
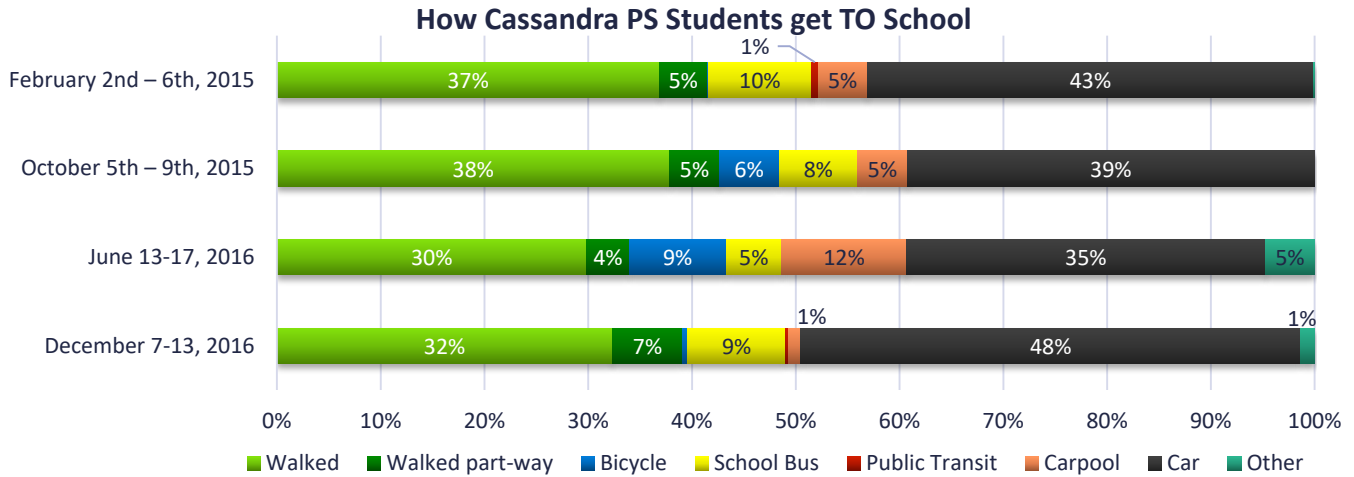
COMING SOON

- Walking Wednesdays on April 12, May 24, and June 14.
- Bike lanes on Underhill Drive as part of the City of Toronto's Cycling Network Plan

For further details and the full Action Plan, please see Appendix B.

Evaluation: How Cassandra PS Students get to/from School

Classroom Survey Results: How Students get to/from School



Weather Descriptive (temperature, precipitation)				
Time Period	Baseline	Follow-up	2nd Follow-up	3rd Follow-up
Date	February 2nd – 6th, 2015	October 5th – 9th, 2015	June 13-17, 2016	December 7-13, 2016
Average Number of Responses (TO school)	185.6	247.2	126.6	121.2
Average Number of Responses (FROM school)	185.6	0	60	122.2
Monday	Snow, -16°C	13°C, no precipitation	Dry (13°C)	Snow 1°C
Tuesday	-13°C	14°C, no precipitation	Dry (15°C)	Dry -1°C
Wednesday	Snow, -12°C	15°C, no precipitation	Dry (19°C)	Dry 1°C
Thursday	-14°C	12°C, rain	Dry (20°C)	Dry 2°C
Friday	-10°C	12°C, rain	Dry (23°C)	Dry -3°C

The percentage of students walking to and from school increased between June 2016 and December 2016. Cycling rates increase significantly during the warmer months.

There has also been an increase in the percentage of students being driven to school. This may be attributed to attitudes on weather, and age.

Staff noticed that there have been students who travel to/from school by scooter even as the weather got colder.

The school has noticed less traffic on Cassandra Blvd as well as fewer drivers blocking the school bus zone. This may be due to the recent construction.

Benefit-Cost Analysis

The costs associated with the School Travel Planning project were closely monitored from Baseline (February 2015) to Follow Up 1 (October 2015). The benefits of the project were calculated based on reduced roadway and parking costs, congestion and chauffeur time; environmental health (reduction in greenhouse gas emissions and criteria air contaminants); and physical health from additional walking, cycling, and walking part-way.

Calculation of costs includes people (average hourly rates and in-kind) and materials (meeting facilities and catering, documents, incentives and promotional items, school zone infrastructure, facilitator travel).

Cost of Year 1: \$7,254

Benefit of travel mode shift: \$4,846





School Travel Plan

Members and Endorsement

Committee members

Members of the School STP Committee

Principal: Linda Edwards

Teacher Representatives: Sheilagh Scott, Alysson Kosecki, Ingrid Nita

Parents: Natalie Laprise

Members of the Municipal Stakeholder Committee, and advisory persons

STP Facilitator: Armi De Francia (2016-2017)

Planning Department Representative: Ben Morell

Transportation Department Representative: Sidra Rahimzada

School Board Representative: Kristen Evers

Public Health Representative: Yan Fei Chang

Toronto Student Transportation Group Representative: Jordan Atanasovski

Elected Councillor: Denzil Minnan-Wong

Elected School Board Representative: Ken Lister

Toronto Police Representative: Neil Pickrell

Endorsement

The School Travel Plan for Cassandra PS has been endorsed by Principal Linda Edwards 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: June 2016 _____

End of **Third** Year: March 2017 _____

End of **Fourth** Year: _____

End of **Fifth** Year: _____



School Travel Plan

Appendix A: Walkabout Summary

Date: Thursday, February 19th, 2015

Time of Walk and Discussion: 8:10 am – 10:00 am

Participants: Linda Edwards (Principal), Sheilagh Scott (Teacher), Denzil Minnan-Wong (Councillor, Ward 34), Michael Coteau (MPP, Don Valley East), Robin Wilson (Toronto Student Transportation Group), Fei Chang (Toronto Public Health), Kristen Evers (EcoSchools, Toronto District School Board), Neil Pickrell, Asad Khan and Russ Kimmerer (Police Services), Natalie Laprise (parent), Katie Wittmann (STP Facilitator, Green Communities Canada)

Map of Identified Areas:

Map of Identified Areas:		Issues Identified								
		Lack of snow removal	Students jaywalking	Lacks crosswalks	Lack of sidewalk continuity	Speeding	Drivers overtaking others turning in a single lane	Traffic/congestion	Rolling through stop sign	Unauthorized parking
A	Cassandra Blvd in front of Cassandra PS	■	■							
B	Cassandra Blvd and Underhill Drive		■			■		■		
C	Underhill Dr north of Cassandra Blvd						■			
D	Underhill Dr and Doonaree Dr			■		■		■		
E	Doonaree Dr and Redwillow Dr		■	■						
F	Intersection of Doonaree Dr and Cassandra Blvd						■			■

Other concerns:

- Ensuring parents and students respect the safety patrollers
- Parking on the street

Results compiled by Katie Wittmann.

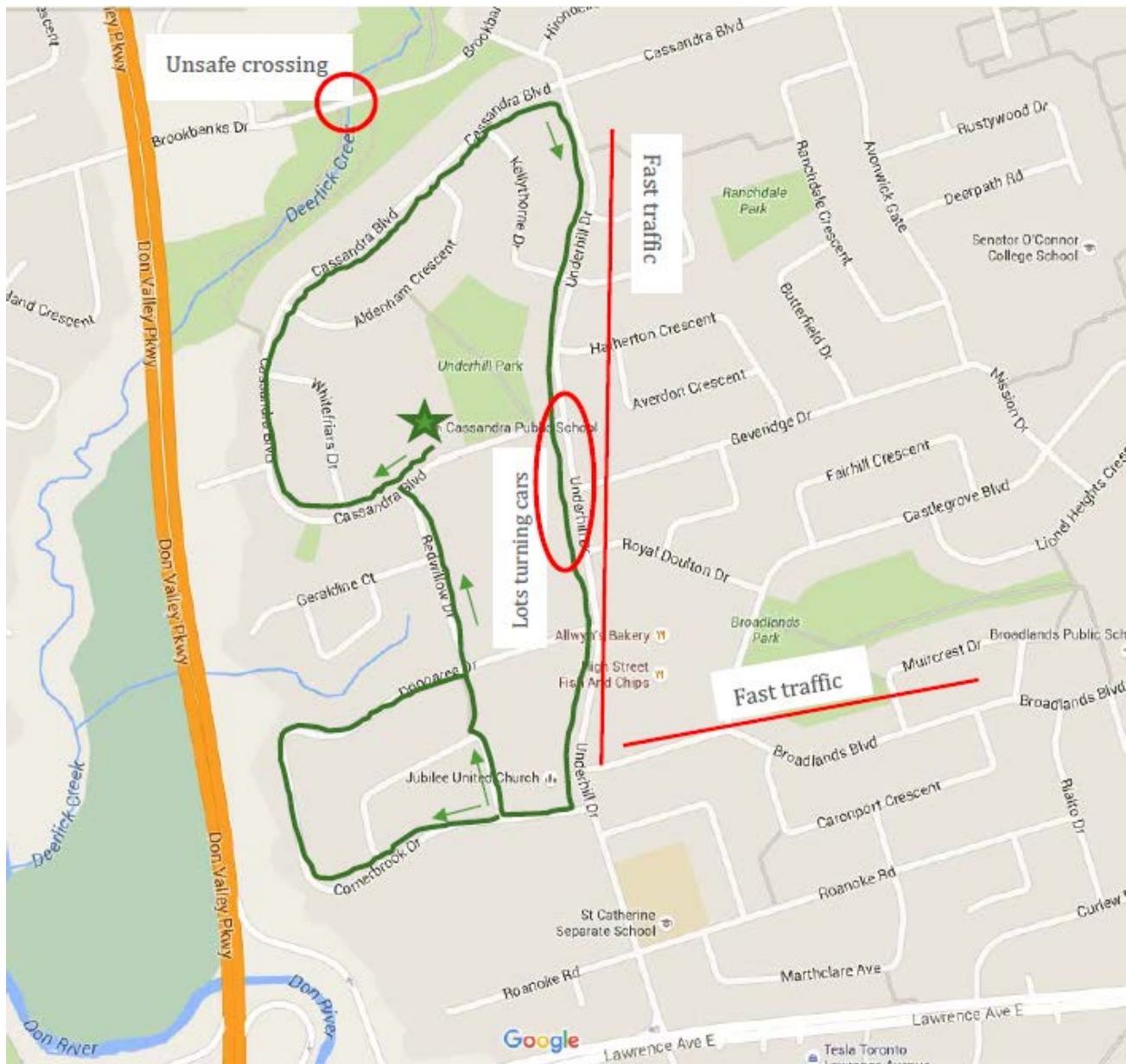
Summarized by Armi De Francia.

Participants

On-bike + Debrief: Katie Wittmann (School Travel Planning Facilitator), Chris Tranter (Teacher), Christina Bouchard (City of Toronto Transportation Services), Amy McLean (Parent), Rodway Daniels (Parent), Harry McLean (Student), Nathan McLean (Student), Supt. Neil Corrigan (Toronto Police Services), Insp. Richard Hegedus (TPS), S/Sgt. Anthony Charles (TPS), PC Dillon Quan (TPS), PC Julian Done (TPS)

Debrief only: Linda Edwards (Principal), Phuong Du (Teacher), Natalie Laprise (Parent), Roya Chabok (Public Health Nurse), Neil Pickrell (Toronto Police Services School Liaison Division 33 Community Response Unit)

Map of Identified Areas



Results compiled by Katie Wittmann.

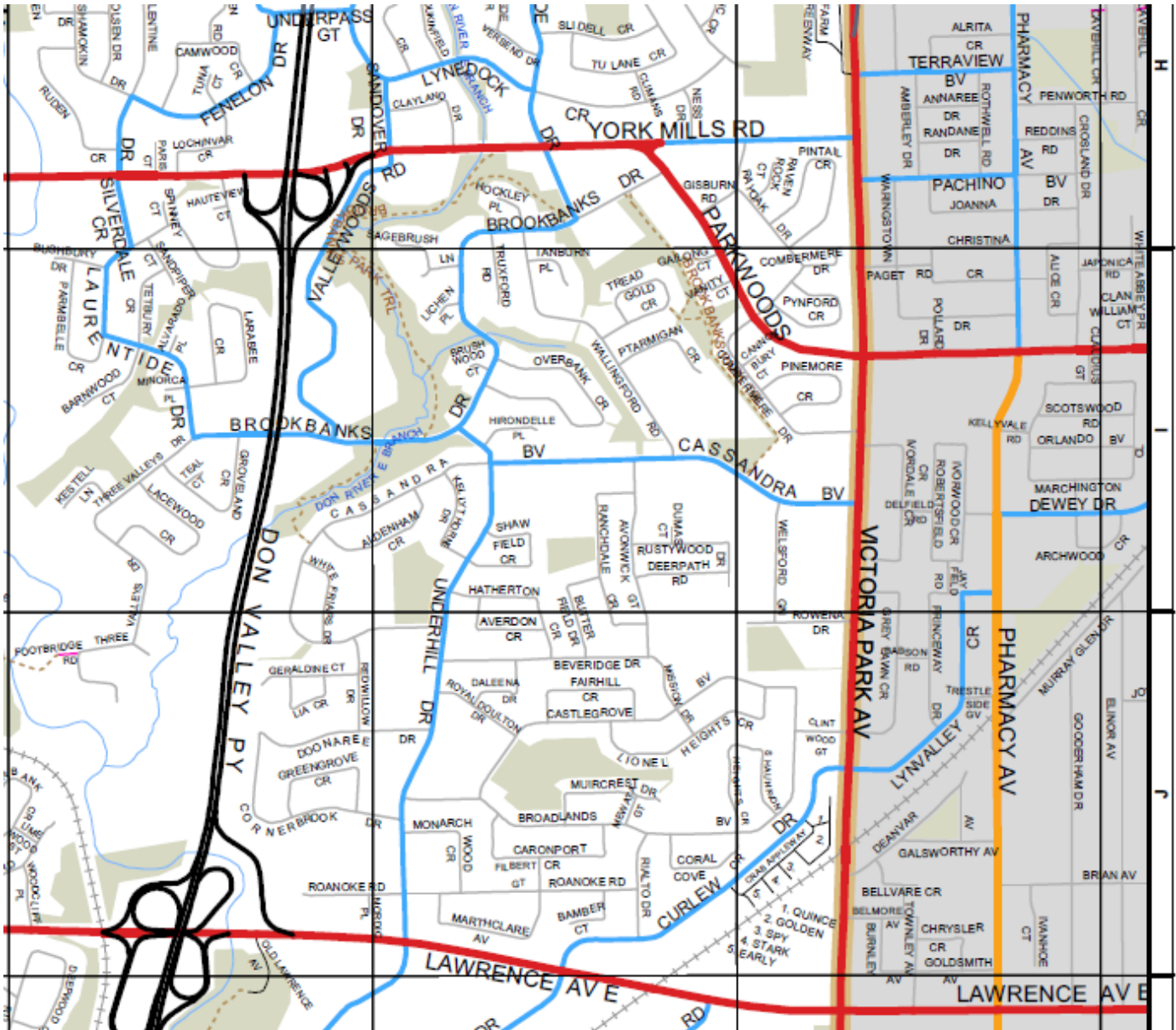
Completed actions are highlighted in grey


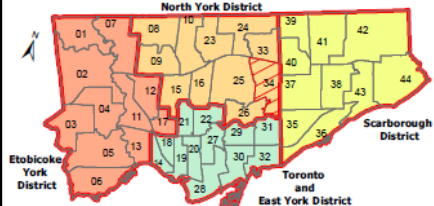













Action/Initiative	Tasks	Responsibility	Timeframe	Status	Estimated Cost and Source of Funds, or No Cost
Objective 1: To improve the safety of children on the active school journey					
In-class education sessions on pedestrian safety	-Police and Public Health to present during class time	Fei Chang (Public Health) and Div 33 police, support from teachers	April 2015 (flexible timing)	Completed May 2015. Police presentation on Halloween Safety delivered October 2016.	No cost.
Request crosswalk across Doonaree Dr on the east side of Redwillow Dr	-Site investigation intersection review	Sidra (Trans Services)	May 2015	Completed June 2015	City of Toronto.
Request crosswalk across Redwillow Dr at Cassandra Blvd	-Site investigation intersection review	Sidra (Trans Services)	May 2015	Completed June 2015	City of Toronto.
Study of Underhill and Cassandra Blvd	-All way stop feasibility study of this intersection	Councillor Minnan-Wong and Sidra (Trans Services)	September 2015	Complete: Did not meet warrant criteria (see Action Plan Considerations)	City of Toronto.
School Assembly	-Focused on safety as well as fun/benefits of active transportation	School	September 2015	Bike Safety presentations given in Spring 2015.	No cost.
Speed display signs (<i>Watch your Speed</i> program)	-Set up signs on Underhill (to show drivers their speed) for a week	Div 33 police and Transportation Services' Speed Watch Board program	Request police boards Spring 2015	Completed on the week of March 20, 2017 (after March Break)	No co
Presentations to parents	-Either at existing events/meetings or as own event	Div 33 police and Fei Chang	October 2015		No cost.
Objective 2: To raise the awareness of the benefits of active travel					
School newsletter	-Regular section of school newsletter dedicated to STP	School, support from Katie (for suggested content)	April 2015	Ongoing	No cost.
Collaborate with nearby schools on events	-Designate contacts at Annunciation, Ranchdale, etc. to share events and resources with	Roya and Linda Edwards	Immediate	Ongoing	No cost.

Action/Initiative	Tasks	Responsibility	Timeframe	Status	Estimated Cost and Source of Funds, or No Cost
Booth at 50 th Anniversary Event	-Set up booth with maps, resources, etc.	Linda with support from Katie, parents, Fei	May 23 rd , 2015	May 23 rd , 2015	No cost.
Objective 3: To encourage more students to walk and bike to school					
Popular Routes Map	-Connect with Annunciation, potentially combine as one map	Katie with board or TSTG?	Fall 2015		Printing costs. *Note: Annunciation's was done by Catholic Board, and printed by TSTG
Walking competition between classes	-Highest percentage of walkers for the month of May	Phuong/Sheilagh	September 2017		\$10 – 20 (cost of prizes), school budget.
Walking Wednesdays	-Continuing to promote walking days but not necessarily with prizes	Phuong/Sheilagh	June 2015	Completed June 2015. Ongoing.	No cost.
Bike rodeo	-Police Services can run bike rodeos upon request -Public Health safety presentations to precede rodeo	Div 33 and Fei Chang	May 2015	October 2015	No cost
Student artwork	-Students design pieces for signs, pamphlets, posters, etc. for displaying and/or sending home with families	Eco Committee	Design in June 2015	Completed by March 2017.	No cost.
Special event days/Encouragement Events	-Such as Winter Walk Day; IWALK-IWHEEL Day, Bike to School Week	School with support from Katie, Toronto Police, TPH	Spring 2015	IWALK-IWHEEL and Winter Walk Day completed for the 2016-2017 school year. Bike to School Week event to come.	No cost.
Cycling Athlete Presentations	-Have athletes from Triathlon Ontario or Cycling Ontario present on why they like cycling.	Triathlon Ontario, Cycling Ontario	2 presentations in October 2016.	Completed Oct 20, 2016.	
Objective 4: To monitor effectiveness of initiatives and revise School Travel Plan annually					
Monitor transportation mode	Conduct Follow-up Classroom Survey	Armi	Spring 2015, February 2016, Spring 2016	March 2017	No cost
Report on implementation of STP and initiatives	Oversee the implementation of Action Plan items and track the actual versus planned timing and cost of initiatives	Armi	Immediate	March 2017	No cost
Analyze and report on survey findings	Enter data, produce result graphs	Armi	Immediate	March 2017	No cost

Ward 34 Road Classification Map

Use the map below to determine what can be done to your neighbourhood streets. Please see the Guide to Safer Streets near Schools for more information at <http://www.toronto.ca/legdocs/mmis/2016/hl/bgrd/backgroundfile-96414.pdf>



 <p>TORONTO Transportation Services Road Classification System Adopted by City Council November 27, 28 and 29, 2012</p> <p>Operational Planning and Policy Unit Transportation Infrastructure Management Section Transportation Services Division</p>	<h4>Don Valley East (34)</h4>		 <p>North York District Scarborough District Etobicoke York District Toronto and East York District</p> <p>Modified: August 28, 2013 Created: June 18, 2013 Name: RC2013mapbook_20130707</p>
	<p>Road Classification System</p> <ul style="list-style-type: none">  Provincial Expressway  Toronto Expressway  Major Arterial  Minor Arterial  Collector  Local  Ward Boundary 	<p>Road Classification System</p> <ul style="list-style-type: none">  Other  Laneway  Pending  Park Roads  Reserved Bus Lane  City Boundary 	

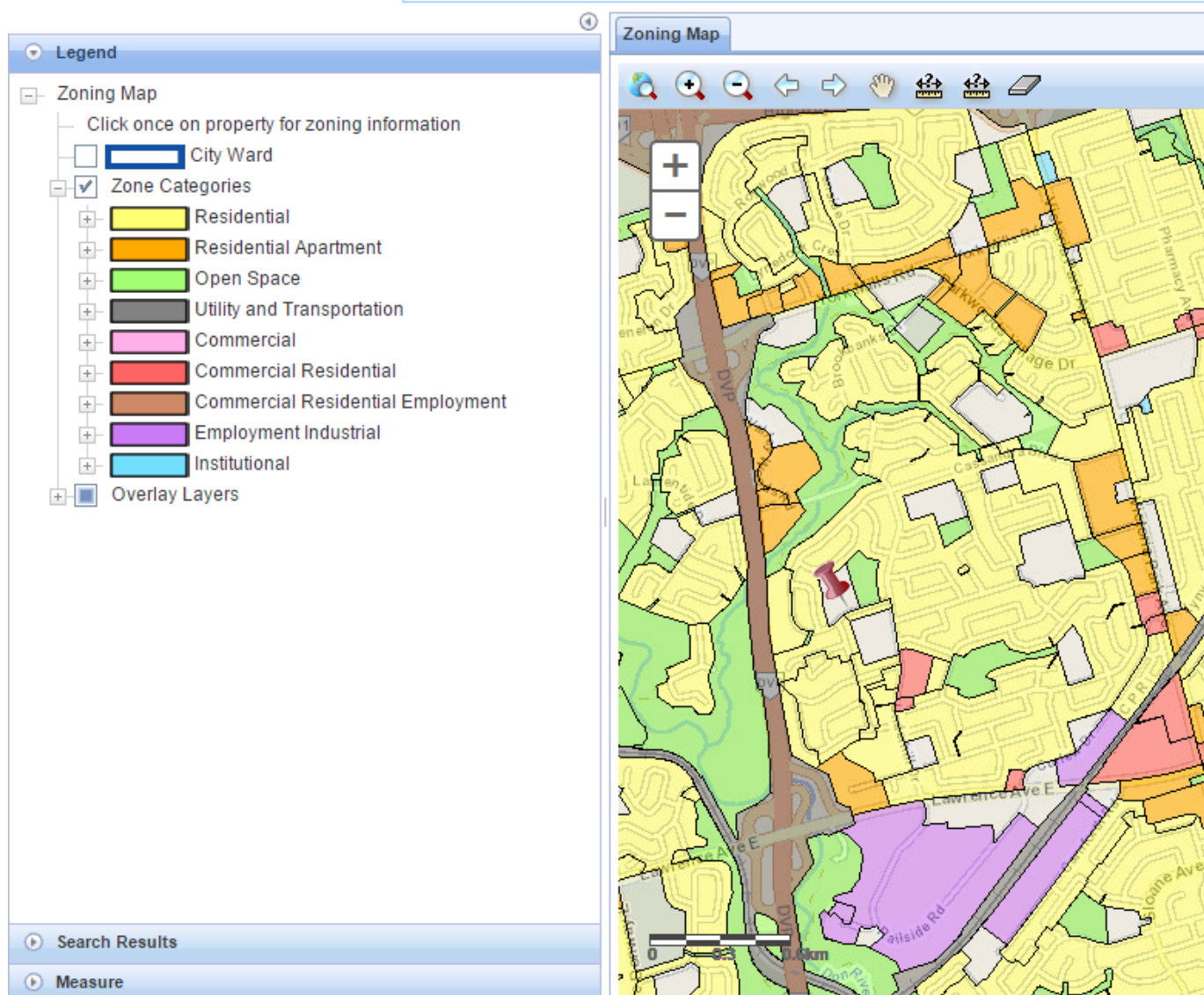
NOTE: This map has been cropped to show the school catchment area.

Source:

<http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Road%20Classification%20System/Files/pdf/2012/Ward%20Maps/ward34.pdf>

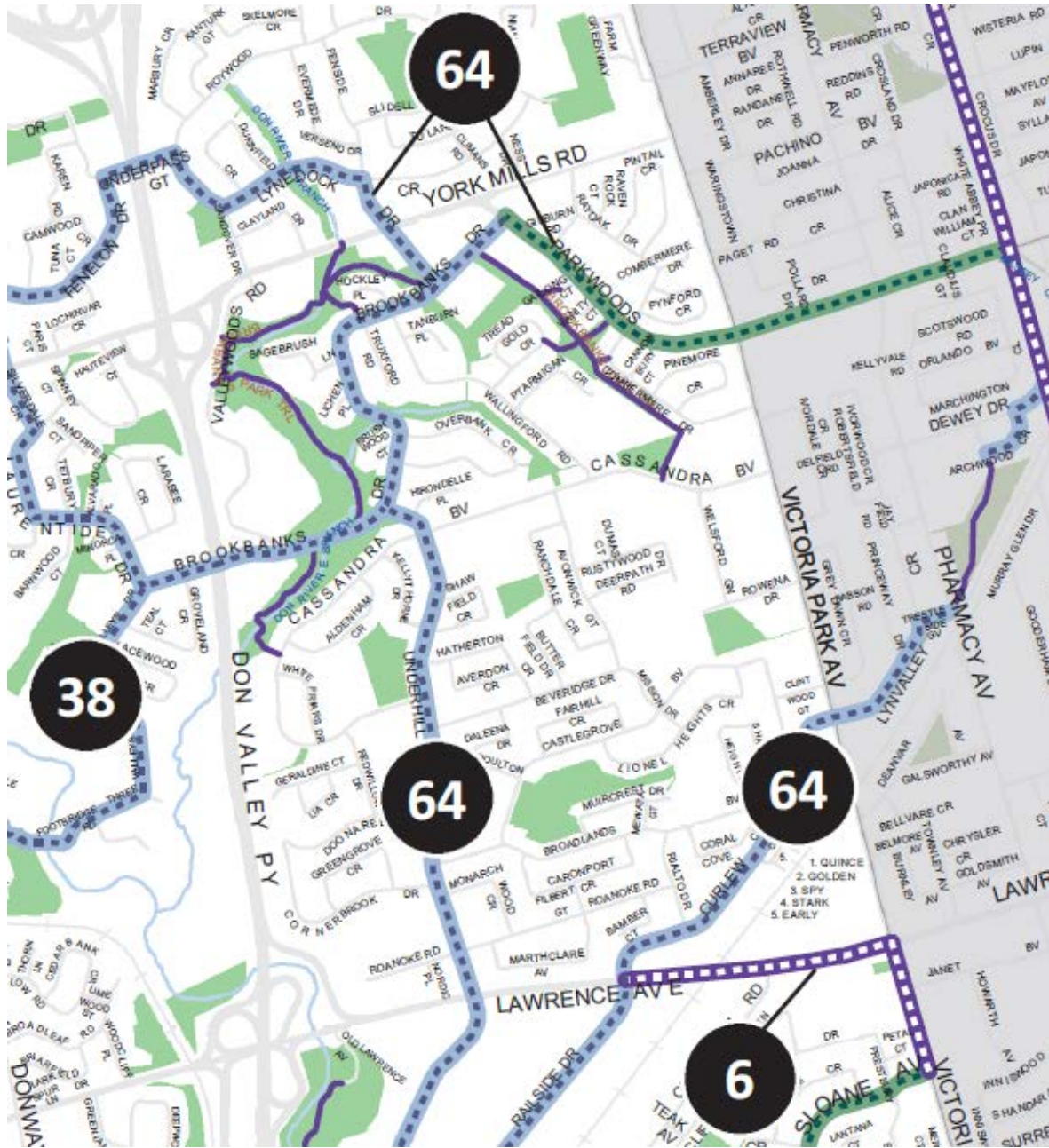
Ward 34 Land Use Map

Cassandra Public School



Source: City of Toronto Zoning By-law 569-2013. Available at http://map.toronto.ca/maps/map.jsp?app=ZBL_CONSULT

Ward 34 Cycling Network Plan



Legend

Cycling Network and Trails Plan

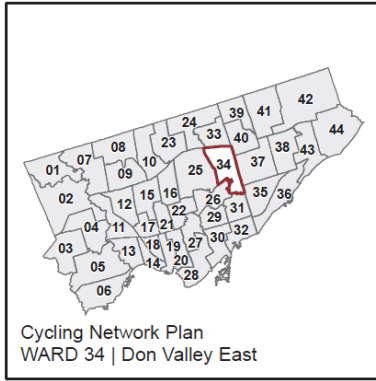
- Bike Lanes | Cycle Tracks
- Trails | Boulevard Trails
- Quiet Street Routes
- Tunnels and Bridges
- Major Corridor Studies

Existing Cycling Network

- Bike Lanes | Cycle Tracks
- Trails | Boulevard Trails
- Quiet Street Routes

Data source: City of Toronto / IBI Group, 2016
 Projection: NAD 1927 MTM 3
 Date: April 2016
 Cartography: Vélo Québec

0 500 1 000 m



NOTE: This map has been cropped to show the school catchment area.

Source: http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Cycling/Files/pdf/W/Map_2016_Ward_34.pdf



School Travel Plan

Appendix E: Other Notes

Action Plan Considerations

To install a new crosswalk or crossing, traffic counts must take place to see if there is enough traffic that meets the warrants. Traffic counts are conducted every three years.

Useful Links

City of Toronto Projects and Documents

City Cycling Network Plan

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=981f88b7b32e9410VgnVCM10000071d60f89RCRD>

Vision Zero

<https://www1.toronto.ca/City%20Of%20Toronto/Transportation%20Services/VisionZero/Links/2017%20Vision%20Zero%20Road%20Safety%20Plan.pdf>

Guide to Safer Streets near Schools <http://www.toronto.ca/legdocs/mmis/2016/hl/bgrd/backgroundfile-96414.pdf>

Traffic Calming Guide for Toronto <http://www.toronto.ca/legdocs/mmis/2016/pw/bgrd/backgroundfile-94207.pdf>

Watch your Speed Program

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=70be4681d4002410VgnVCM10000071d60f89RCRD>

Encouragement Events and Resources

IWALK-IWHEEL club: Register for free waterless tattoos, stickers, and club cards

<http://www.saferoutestoschool.ca/iwalk-club>

International Walk/Wheel to School Day (IWALK-IWHEEL, every first Wednesday of October)

<http://saferoutestoschool.ca/international-walk-school-daymonth>

Winter Walk Day (every first Wednesday of February) <http://saferoutestoschool.ca/winter-walk-day>

Bike to School Week (last week of May/first week of June) bikemonth.ca/biketoschool

Teaching Tools

Bikewalkroll (an online survey tool that gives scores based on the use of active school travel)

<http://bikewalkroll.org/>

CAN-BIKE Videos (teaches cycling safety and handling) <http://canbikecanada.ca/videos/>

Tips for organizing successful Bike Rodeos

<http://www.saferoutestoschool.ca/sites/default/files/Tips%20for%20Organizing%20Successful%20Bike%20Rodeos%20REVISED2.pdf>