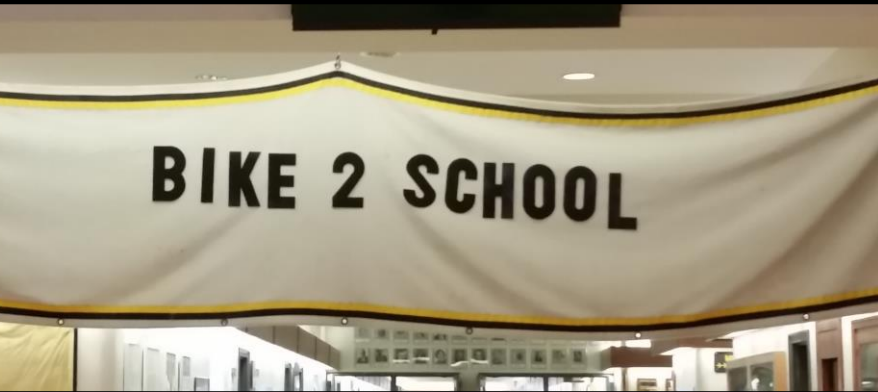


Leaside High School

School Travel Plan: Summary Document

2016/2017



Compiled by Laura Zeglen, School Travel Planning Facilitator
Spring 2017

Travel Challenges Summary at Leaside High School

This section presents the main travel challenges at Leaside High School identified by the Walkabout on November 24 2016, meetings of the YELL program, our school travel planning committee meetings, and also the student travel surveys conducted in October 2016 and June 2017.

Traffic/road issues of greatest concern:

High traffic area with minimal separation from sidewalk: In particular along Eglinton; many construction vehicles and buses using this road, passing very close to the sidewalk.
Insufficient bike parking at school: Single bike rack does not appear to be enough for number of bikes parked around the school property; bike rack location not optimal
Incomplete network of bike routes: Cyclists must share the lane with buses and construction vehicles on major streets with no bike lanes; dangerous sections of routes in/out of Leaside (e.g. narrow, dark underpass at Laird/Millwood) on side streets, they must contend with parked cars and contractor vehicles
Potential dangers to pedestrians at road crossings around construction: Midblock crossing between Donlea and Hanna (on Eglinton)
Cyclists not wearing helmets or front/rear lights on their bikes, and/or not following rules of the road: Need for better education and enforcement of cycling safety

Main reasons students DO NOT walk to travel to/from school (from Student Travel Surveys):

	# of responses from Fall 2016 Survey	# of responses from Spring 2017 Survey
Distance: I live too far to walk and/or it would take too long	93	74
Tiredness/laziness: I'm too tired in the morning to walk, and don't want to get up earlier to do so	10	17
Physical exertion: Walking would make me tired	4	5
Convenience of other options: I have the option of a drive to school from my parents or someone else	2	5
Safety: Some roads don't have sidewalk; roads are busy; construction on Eglinton	5	1

Main reasons students DO NOT cycle to travel to/from school (from Student Travel Surveys):

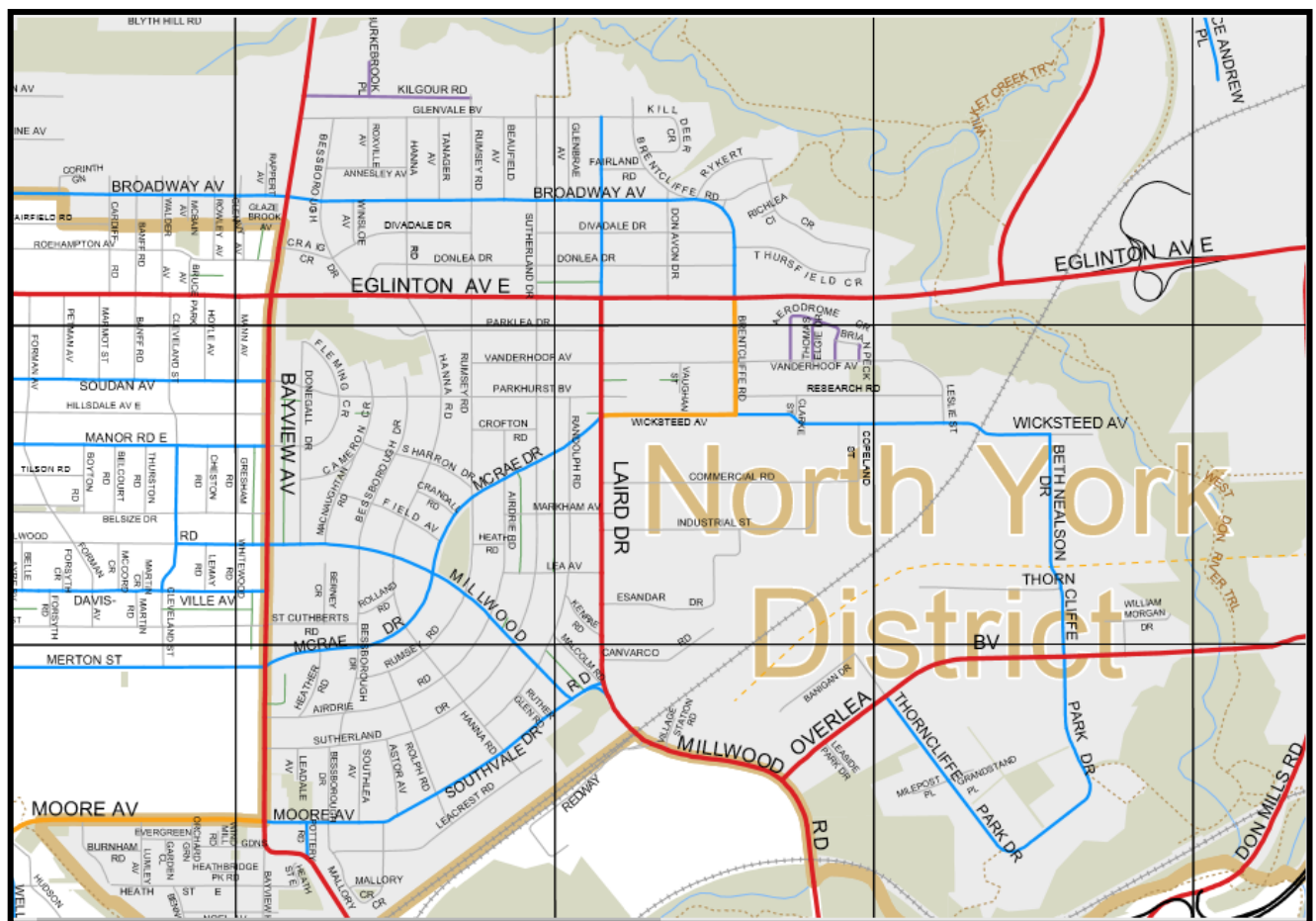
	# of responses from Fall 2016 Survey	# of responses from Spring 2017 Survey
Distance: I live too far to cycle and/or it would take too long	9	35
Safety: I don't feel safe biking on the city streets/there is no safe route to bike/my parents don't think it's safe	13	34
Equipment needed: I don't have a bike/don't have a bike lock/don't have a helmet	10	25
Prefer walking: It is more convenient to walk	-	19
Bike repairs needed: Bike not in working order/bike too small/no interest in maintaining a bike	-	14
Transporting other belongings: I have too much to carry to school/I don't like biking with my school bag	-	8
Bad weather: I don't like biking in cold, rain or snow	1	8
Lack of confidence: I don't know how to ride a bike/I am not good at riding my bike	3	8

Main reasons students DO NOT take the TTC to travel to/from school (from Student Travel Surveys):

	# of responses from Fall 2016 Survey	# of responses from Spring 2017 Survey
Not necessary: I live close enough to walk instead	20	28
Scheduling and Delays: Bus can be unpredictable with traffic and I might be late/ infrequent buses (Route 56)/don't like to rush for bus/long wait times at stop	10	12
TTC costs money: Other options are cheaper	17	8
No convenient route: No stops near my house/ no direct route	14	9
Convenience of other options: I have the option of a drive to school from my parents or someone else	7	9

Challenges with implementing STP at this school:

Large catchment area of school: It has been noted that students at this school come from many neighbourhoods that would not be considered walking distance to school; many travel greater than half an hour each way by transit on the journey to/from school



Legend		
Road Classification System		Physical Features
Provincial Expressway	Local	River
City Expressway	Other	Railway
Major Arterial	Laneway	Shoreline
Minor Arterial	Pending	Trail
Collector	Park Road	Hydro Line
Reserved Bus Lane		Walkway
		District Boundary
		Municipal Boundary
		Parks & Recreation Area
		Water Bodies

School Travel Planning Goals and Objectives at Leaside High School

Primary Goal: To get more students and staff at Leaside High School to walk, cycle or take transit to school, toward improving the health and well-being of students at this school.

Key Objectives: In order to achieve our primary goal, we will strive to:

- Increase enthusiasm and support for all modes of active and sustainable school travel among students, parents and staff;
- Provide opportunities for students to gain advocacy and leadership skills by contributing to the process of school travel planning;
- Make the streets around the school safer and more attractive for active and sustainable school travel, both during and after construction of the Eglinton Crosstown;
- Focus on infrastructure and programming that will support cycling to school;
- Gather data and monitor goals by evaluating progress.

Specific action items are detailed in the Action Plan.

The 5 Es of School Travel Planning

Action items from across all 5 action areas- **education, encouragement, enforcement, engineering and evaluation**- are all important to promoting walking, cycling and other active and sustainable forms of school travel.

	Examples
Education ASST skill building, and/or raising awareness on the benefits of active school travel, traffic safety, and other topics that would encourage active and sustainable school travel	<ul style="list-style-type: none">• Cycling education and workshops• Articles in school newsletters about benefits/importance of walking to school• Information campaigns at the school (e.g. posters, social media)
Encouragement Prizes, incentives, and social events and activities	<ul style="list-style-type: none">• Participation in events such as Walk to School Days and Bike to School Week• Competitions between grades or with other schools• Prizes/recognition for ASST
Enforcement Monitoring traffic (e.g. Student patrolling, police enforcement, program, crossing guards)	<ul style="list-style-type: none">• Police enforcement of areas with dangerous driver behaviour• Crossing guards• Student patrollers
Engineering Improving existing infrastructure, installing new infrastructure or changing/adding other aspects of the built environment	<ul style="list-style-type: none">• Installing bike racks• Traffic calming measures (e.g. bollards)• Improving signage/ replacing old signage
Evaluation Gathering baseline data, creating a school travel plan, and monitoring progress on goals	<ul style="list-style-type: none">• Neighbourhood walkabout• Surveys of student travel behaviours• Meeting regularly as a school travel planning committee




Action Plan for Leaside High School

Note: Status indicated is current as of June 2017.




Acronyms:

STP= School Travel Planning

ASST= Active and Sustainable School Travel, i.e. walking, cycling, and all other human-powered forms of transportation; also includes public transit.

Education and Encouragement	
Completed Action Items  <ul style="list-style-type: none"> Ran Youth Engaged in Leadership Learning (YELL) program for students with Toronto Public Health, with focus on planning for ASST Students deputed to TDSB with their ideas for a driveway mural and bike lanes leading to the school parking lot Cycling education programs delivered to Grade 9 students through TDSB Ecoschools <i>Suggested Cycling Routes Map</i> created by Culturelink Bike to School Project, with variety of routes tailored to large catchment area of Leaside students Bike Blender demonstration in school foyer at lunchtime to promote cycling and healthy active living, with Toronto Public Health Updates sent home to parents about STP, via school newsletter; presentations to School Council Participated in Bike to School Week, including organized group rides to school with teacher volunteers and volunteers from Cycle TO Ward 26 	In-Progress Action Items  <ul style="list-style-type: none"> Metrolinx continuing to provide timely updates about Crosstown construction to the school community Draw prizes for students who cycled to school during Bike to School Week to be given out at end of year celebration
Ideas for Future Action Items  <ul style="list-style-type: none"> Information campaign about bike safety (e.g. helmets, lights and rules of the road) Scavenger Hunt to encourage students to take TTC Participate in Bike to School week (Annually in Spring) Metrolinx to continue to provide timely updates about Crosstown construction to the school community Continue to include items in school newsletters, including ASST safety tips, information about benefits of ASST, and promotion of school events related to STP; also, continue to meet with School Council to keep them updated about STP work happening at the school Foster connections with other existing school committees and groups to share in planning for events/align messaging Set up School Travel page, including cycling promotion and links to route maps, on the school's website Engage more actively with teaching staff to promote ASST and carpooling to reduce the number of single-person car trips to school 	

Enforcement	
Completed Action Items  <ul style="list-style-type: none"> • None 	In-Progress Action Items  <ul style="list-style-type: none"> • Ongoing attempts to engage with 53 Division police to request enforcement around school site, including warnings and tickets for not wearing bike helmets
Ideas for Future Action Items  <ul style="list-style-type: none"> • School to call 53 Division to request enforcement around school site, and in other locations in the school neighbourhood where bad driver behaviour has been identified (e.g. rolling through stops signs, speeding) , especially to align with ASST promotion campaigns such as Bike to School Week 	
Engineering (aka ‘the built environment’)	
Completed Action Items  <ul style="list-style-type: none"> • Addressed safety concerns for midblock crossing of Eglinton in front of school (between Donlea and Hanna) with better visibility to cars of where they must stop • Application submitted for additional bike racks from the TDSB • Reported icy/uncleared sidewalks in construction zones to Metrolinx, and on City property to 311 • Attended Leaside Property Owners Association meeting about proposed traffic calming in Leaside 	In-Progress Action Items  <ul style="list-style-type: none"> • Viability Review for parking lot, driveway and mural project is currently underway; if approved, construction to begin in Summer 2018 (at earliest) • Discussions with City of Toronto (Laird in Focus project) regarding transportation planning in the area
Ideas for Future Action Items  <ul style="list-style-type: none"> • Continue to report issues and concerns around Crosstown construction sites directly to Metrolinx • Use “Guide to Safer Streets Near Schools” to see what traffic calming measures would be best-suited for the local streets around the school: http://www.tcat.ca/project/guide-to-safer-streets-near-schools/ • Call 311 to report broken sidewalks, faded pavement lines, requests for improved street lighting, etc. • Advocate for bike lanes along arterial roads on routes to school, including Eglinton • Advocate for bike lockers on Eglinton • Engage with the office of Councillor Burnside, together with allies like Cycle TO, for improvements to the dangerous underpass at Laird/Millwood, to improve cycling routes to school 	

Evaluation	
Completed Action Items  <ul style="list-style-type: none"> Established Leaside High School STP Committee Conducted Neighbourhood Walkabout Conducted Baseline Student Travel Surveys Conduct Year-End follow-up Student Travel Surveys 	In-Progress Action Items  <ul style="list-style-type: none"> Review the Action Plan; revise list/timelines to prepare for next year
Ideas for Future Action Items  <ul style="list-style-type: none"> Review the Action Plan on a yearly basis and adapt as necessary Continue to meet regularly as an STP Committee to keep on track with STP and ASST goals Conduct annual Student Travel Surveys to monitor ASST rates over time (can use https://bikewalkroll.org/) Continue to work with City of Toronto “Laird in Focus” project team to evaluate the built environment and plan for safer bike routes Conduct follow-up Neighbourhood Walkabout in future (once construction is complete) to identify areas for improvement 	

Sample Resources for School Travel Planning

Related to Education and Encouragement:

Apply for cycling education programming through TDSB EcoSchools: <http://www.tdsb.on.ca/ecoschools/Home/EnrichyourProgram/CyclingSupports.aspx>

Connect with and encourage students to volunteer and/or do co-op placements with organizations that promote ASST:

- Cycle TO: <https://www.cycleto.ca/volunteer>
- Bike Pirates: <http://bikepirates.com/volunteer/>
- Culturelink: <http://www.culturelink.ca/get-involved/volunteers/>

Participate in ASST encouragement events:

- Rent the FoodShare Bike Blender to promote cycling and healthy active living: <http://foodshare.net/program/blender/>
- Bike to School Week (May/June): <http://www.bikemonth.ca/biketoschool>
- Start a Bike Club at School: <http://walkandrollpeel.ca/projects/pdf/10-step-handbook-high-school-bike-proj.pdf>

Related to Engineering (aka the “built environment”):

Explore options to calm traffic on neighbourhood streets, lowering traffic speeds and increasing safety: <http://saferstreetsnearschools.ca>

Connect with your City Councillor’s office to stay informed about the Eglinton Connects project: <https://goo.gl/4W6cqj>

Share link to *Suggested Cycling Routes Map* created by Culturelink Bike to School Project with all staff and students to help plan the safest and best route to school: <https://www.google.com/maps/d/viewer?mid=19avgVB2CWOOrXaQOUkYO2qj0Dsc&ll=43.70594927714541%2C-79.33017253383787&z=13>

Student Travel Survey Findings

Results of our student travel surveys show that travel modes have fluctuated somewhat since the beginning of the school year. Factors, including sample size, age of students completing the survey, and distance from home to school could be impacting these results. Across both surveys, TTC is the most common mode of travel overall. There is also a notable shift between the morning and afternoon travel periods: rates of being driven by a parent decrease significantly in the afternoon, while rates of walking and taking the TTC increase in the afternoon.

