

2016 School Travel Plan

Second Street Junior & Middle School

Year 1



Funding provided by:



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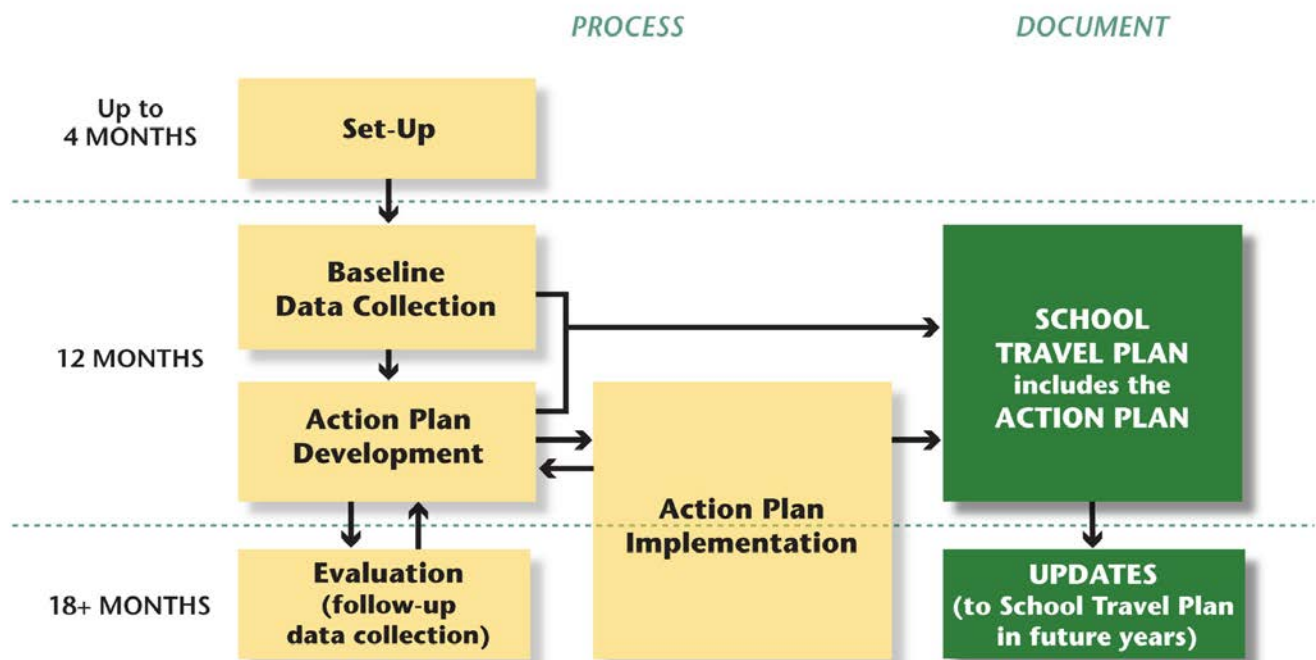


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About School Travel Planning

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

About School Travel Planning at Second Street Junior and Middle School in Toronto

School Travel Planning at Second Street Junior and Middle School has been supported through the Toronto District School Board's Sustainability Office, and the Canadian Automobile Association's South Central Ontario region with additional support from the City of Toronto.

Second Street Junior Middle School 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 2013-2014 and 2014-2015 school years 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 cycle-about.

Funding for Project LifeCYCLE is provided by the Ministry of Tourism, Culture and Sport. The project partners are CultureLink Settlement 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 Profile

School Name	Second Street Junior Middle School
School Type, e.g. public, separate, private	Public
Age of School / Year Opened	1949
Name of School Board	TDSB
Number of Students	~300, expected to increase with incoming Extended French program
Number of Families	
Grades, e.g. K-6, K-8	JK-8
School Bell Times	8:40 start time Intermediates end at 2:55 Primary/Junior grades end at 3:05
Number of Parking Spaces, staff/visitor	52 total
Description of Location, e.g. city centre/suburban/rural	Suburban, Ward 6, Division 22
Is the school in a Neighbourhood Watch or Block Parent Community?	Yes
% Bussed Students	30+ students bussed
Socio-Economic Description of Families	<ul style="list-style-type: none"> • Many allophone families (people whose first language is neither French nor English) • Lots of unemployment in the neighbourhood • Many young families due to affordable homes/rent • ~40% of families at the school are single-parent families
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc.	<ul style="list-style-type: none"> • Incoming Extended French program, • Next Door Family Resources drop-in centre, YMCA day cares, • Intensive Support Programs
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	<ul style="list-style-type: none"> • Second Street is often used to for drivers to get to Lake Shore Blvd • Many school buses because of ISP program • Birmingham Street <ul style="list-style-type: none"> - High speeds - Paid side-street parking - No pedestrian crossing at Second Street and Lakeshore Blvd - Drivers park in bike lanes • Drivers do not obey the stop signs <p>Further details can be found in the Summary of Travel Challenges and Opportunities.</p>




<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</p>	<ul style="list-style-type: none"> • Kiss 'n Ride (drop off only) at the front of the school and through school parking lot at corner of Birmingham and Dwight (one-way). • School is in contact with Toronto Parking Enforcement • Partnership with Toronto Police College • Crossing guard at Birmingham Street and Dwight Avenue • Bicycle racks within fenced enclosure of school • Bike lanes on Birmingham Street and nearby bicycle routes on Royal York Road • Bus routes travel along two streets near the school: Royal York Road (76A) and Islington Avenue. (44, 188). • Streetcar along Lakeshore Blvd West for the 501 and 145B routes.
<p>Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs</p>	<p>The school has a good partnership with Toronto Police College. In 2010 they had an initiative where police pull over speeding drivers and drivers choose between getting a ticket or listening to a student explain the risks of speeding.</p> <p>https://www.youtube.com/watch?v=q14jRc15sJ4</p>
<p>Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health</p>	<ul style="list-style-type: none"> • Pedestrian Safety workshops for grades 1-3 students • Eco Schools (current Gold status) • Equally Healthy Kids Breakfast program • Playground Activity Leaders in Schools • Healthy Lunches Workshop series for parents • Annual Health and Wellness Night
<p>Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)</p>	<p>Twitter: @tdsb_secondst</p> <p>http://schoolweb.tdsb.on.ca/secondstreet/Home.aspx</p>
<p>Other Information</p>	<ul style="list-style-type: none"> • 3 Other schools located within 2 kilometres away from the school; 2 of them are K-5 • Student population is anticipated to increase by at least 50% in the next 5 years



Map of area covered by this School Travel Plan



Legend

-  Second Street Junior and Middle School
-  Junior Attendance Area
-  Middle Attendance Area



School Travel Planning goals

Throughout the STP process, stakeholders have identified the following goals for Second Street JMS:

1. To create an overall safe environment for using active school travel
2. To create a culture of walking/wheeling among both new and existing students, starting with existing students

Specific action items are detailed in Appendix B on page 23.

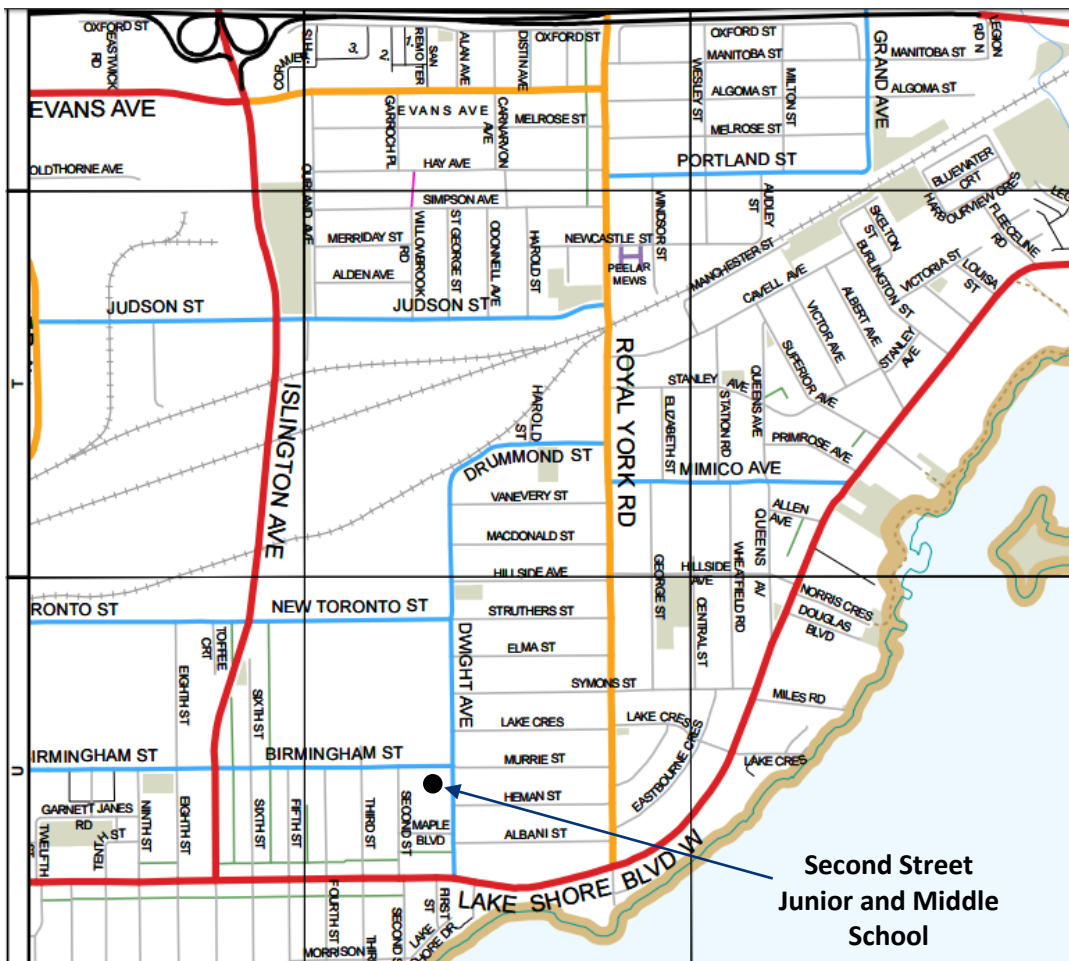




This section presents the main travel challenges at Second Street Junior Middle School identified by the Walkabout with stakeholders, mapping analysis, and school community meeting consultations collected before June 14, 2016. Please see the Action Plan in Appendix B (page 23) for upcoming or existing actions intended to facilitate improvements.

The traffic levels around the school can be attributed to the school's proximity to several parking lots and to streets that attract more than local traffic. Nonetheless, the available sidewalks, bike lanes, and fenced off bike racks provide opportunities for active school travel.

Street Design



Proximity to Higher-Traffic Streets

Second Street Junior Middle School is situated at the intersection of two collector roads: Birmingham Street and Dwight Avenue. Collector Roads are roads that facilitate traffic movement and enable access to residences/property, carrying up to 8000 vehicles daily.¹ The school is also within a 600 metre distance from two major arterial roads: Islington Avenue and Lake Shore Boulevard West. Major arterial roads have the capacity of moving 20,000 vehicles daily and are intended to move traffic.² The school is also ~2.6km south of the Gardiner Expressway and 2km away from the Mimico Go Station.

Many students live in the high rises southwest of Birmingham Street and Islington Avenue. Although residents are concerned with the speeds and traffic along both of these streets, there is currently no crossing guard at this intersection.

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

² Ibid.

Street Directions

The streets bordering school property are among the only two-way streets within the boundaries of Royal York Road, Lake Shore Blvd West, Islington Avenue, and New Toronto Street. While one-way residential streets would only attract traffic flow from one street within a block, the two-way streets around the school allow for traffic to flow from Birmingham Street and from Lakeshore Blvd.

Land Use and Parking

Within two kilometres of the school are a variety of land uses, attracting different mode users among different age groups. Within 500 metres of the school are numerous non-residential parking spaces: both parking lots and on street parking. The presence of different land uses and parking attracts vehicular traffic from more than just residents.

Along Birmingham Street between Dwight Avenue and Kipling Avenue are lands located for employment, residential and institutional use (See Appendix A, page 22). Campbells Soup and Toronto Police College have large parking lots. There is also paid street parking on the north side of Birmingham Street by these buildings, attracting more vehicular traffic.

Many of the buildings facing Lakeshore Blvd West are on land designated for commercial residential use, including fast food restaurants where older students may go to for lunch or to hang out after school. Some of these establishments on the north side of Lakeshore Blvd have parking lots, attracting vehicular traffic to areas where students may be walking. Although there is no crossing at Second Street and Lakeshore Blvd, students have fast food options available on the north side, leaving less of an incentive to jaywalk. However, the parking lots near this intersection also attract vehicular traffic, leaving potential for conflict between drivers and walking students regardless of whether or not students jaywalk.

Available Infrastructure for Active School Travel

The built environment in the surrounding neighbourhood presents opportunities for walking and cycling.



Space between fence and the street is as wide as a lane

Walking

Most streets within the junior attendance area (See maps on page 5 and 21) have sidewalks on both sides. However, on the east side of Dwight Avenue just along school property, there is no walkway. This area belongs to the City and is around the same width as a lane on Dwight Avenue, leaving space for both a walkway and greenery.

Other than Dwight Avenue along school property, the sides of streets without a sidewalk are neither residential uses, park spaces nor commercial uses that would likely attract children to visit. A map indicating these areas can be found in the Appendix A on pages 21-22.

No stop line at Fourth Street and Birmingham Street



Stop line at Fourth Street and Lakeshore Blvd.



Many residential streets located west of the school do not have stop lines at Birmingham Street yet have stop lines at Lakeshore Blvd. This makes it unclear to drivers where pedestrians who are walking along Birmingham Street can cross. Having stop lines on streets intersecting with Birmingham Street would make it easier for students to walk east/west along this street to get to/from school.

Cycling

There is a bike lane along Birmingham Street and along Royal York Road. The bike lane on Royal York Road has clear pavement markings indicating that it is a bike lane while the one on Birmingham Street does not have these markings. The walkabout in February 2016 (detailed on page 12) revealed that drivers sometimes park in the bike lane on the south side of Birmingham Street. Drivers might be confused into thinking that the bike lane on the south side of Birmingham Street is for parking because of the availability of street parking on the north side and the absence of pavement markings in the bike lanes.

Bike Lane on Birmingham Street, West of Dwight Avenue (Facing west)



Bike Route Signage on Murrie Street (Facing East)



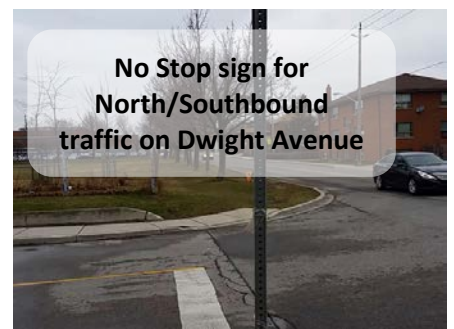
There are also a few signs indicating bike routes as well as residential streets and sidewalks. This provides students under the age of 14 with route options that are away from traffic or located along streets with lanes that are separated from vehicles.



The school has secure bicycle parking located in the school yard behind the parking lot/kiss 'n ride area. Much of the school property is fenced and cyclists must enter the gate in order to access these racks. Although the bicycle storage is not installed on a paved surface, it is secure to the ground and can comfortably provide space for up to 14 bikes.

Students from the east side of the neighbourhood may encounter conflicts with vehicles when parking their bicycles. They need to look out for vehicles entering the parking lot/kiss 'n ride area in order to get to the bike racks. Although they can also enter the school from Maple Blvd, they would need to watch out for traffic on Dwight Avenue since there are no stop signs controlling northbound and southbound traffic at Dwight Avenue and Maple Blvd.

No Stop sign for North/Southbound traffic on Dwight Avenue



Walking Distances and Anticipated Increase in Traffic from Extended French Program

There are three schools within a two-kilometre distance from Second Street JMS: John English JMS in the northeast (JK-8), Seventh Street JS located south of Lake Shore Blvd West (JK-5), and Twentieth Street JS situated further west (JK-5). This leaves short walking distances for students living in the immediate neighbourhood.

John English Middle School currently serves approximately 900 students and has a French immersion program. It is anticipated that some of the students currently attending John English may switch to Second Street JMS since the latter has fewer students. It is anticipated that many students who currently attend John English MS will be crossing at Hillside Avenue and Royal York Road to get to Second St JMS.

The extended French program at Second Street JMS is expected to bring in more students from outside of the catchment area, creating a need for more school buses. Approximately 40-50 new students are anticipated to come to the school from east of Royal York Road. Since there will be more students coming from neighbourhoods further away from the school, there is likely to be more vehicle and bus traffic.

Previous Efforts and Initiatives

Students, school staff, Toronto Police College and Toronto Police Traffic Services Division 22 partnered in implementing the Students Stop Speeders program on September 17, 2010. Under this program, police measured speeds and presented speeding drivers with two options: receive a ticket or hear a message from students about the risks and consequences of speeding.

Toronto Police have also monitored vehicle speeds on Birmingham St Street for the past two years. Speeding and traffic around the school still remains an issue in spite of enforcement efforts.

A few years ago, City Transportation Services did a traffic study on Lakeshore Blvd and Hillside Ave. There was not enough pedestrian activity to justify putting a crosswalk. The new Extended French program at Second Street JMS may generate more pedestrian traffic; Another traffic study will need to be done to see if there will be a need for a crosswalk.



Traffic Services / Highway Patrol - Toronto Police Service
January 22, 2011 · 🌐

Students from 2nd Street Public School, members of the Toronto Police College and Toronto Police 22 Division Traffic Response Office got together to let motorists know speeding in their school zone was dangerous and increased the probabilities of serious injury or death.

Students Stop Speeders Program by Second Street JMS in partnership with Toronto Police Services
Source:
<https://www.facebook.com/TrafficServices/videos/1803257164859/>



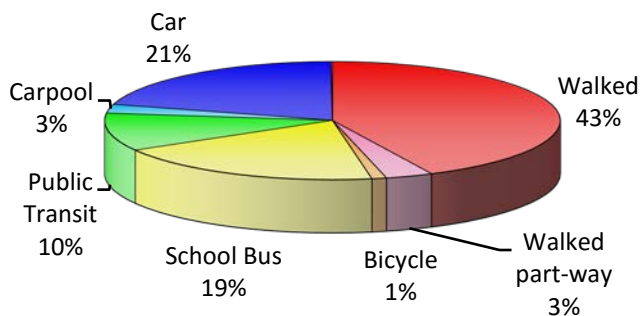
Student Classroom Survey findings

Teachers collected individual travel surveys from grades 3-8 students who recorded the transportation mode they used to/from school during the first two weeks of February (February 1-February 11). There was a PA day in Friday, February 12 leaving fewer overall responses for Friday. The weather varied in this time frame ranging from -11°C to 14°C. There were also two days per week with precipitation: rain on the first week, snow on the second week.

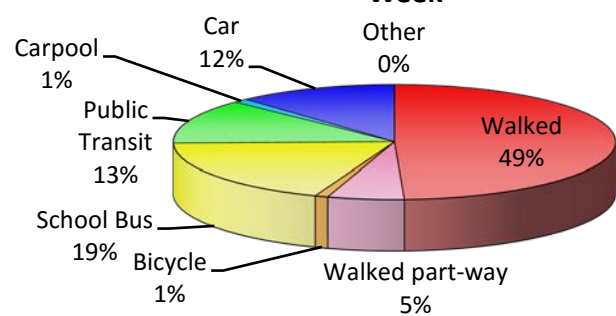
	Day of the Week and Weather				
Date	Monday	Tuesday	Wednesday	Thursday	Friday
February 1-5, 2016	6°C, no precipitation	4°C, no precipitation	14°C, rain	8°C rain	4°C, no precipitation
February 8-11, 2016	2°C, no precipitation	-1°C, snowy	-5°C snowy	-11°C no precipitation	PA Day

Generally, students grades 3-8 use different transportation modes to get to/from school throughout the week. Despite variances in weather, nearly half of responses have shown students getting to/from school by foot. One grade 7 student reported getting to/from school by bike every day for both weeks. A few of the respondents who indicated that they walked part-way to school also indicated that they used either public transit, family vehicle, or sometimes carpooling to get to/from school.

**Student Hands-Up Survey:
Total Travel Mode TO School Over a Week**



**Student Hands-Up Survey:
Total Travel Mode FROM School Over a Week**



■ Walked
 ■ Walked part-way
 ■ Bicycle
 ■ School Bus
 ■ Public Transit
 ■ Carpool
 ■ Car
 ■ Other

Although most responses revealed walking as the most used transportation mode, these responses differed among age groups. Generally, classes with grades 6-8 students generally had more students walking to/from school with the exception of one grade 8 class. There were a few classes in which nearly all students took the school bus to get to school.

Walkabout

DATE: Wednesday, March 23, 2016 from 8:30-10:30AM

PARTICIPANTS:

Stephen McLean, Principal

Pamela Gough, Trustee

Mark Grimes, Councillor

Daniel Fleming, Constituent to Councillor Grimes

Kevin Akins, Transportation Services

Blair Lagden, Transportation Services

Vanessa Barahona-Ortiz, PHN

Kristen Evers, TDSB

Robin Wilson, Toronto Student Transportation Group

Amanda Evans, Parent

Susan Ellis, Parent

Natasha Monteiro, Parent (Eco-Club)

Armi De Francia, School Travel Planning Facilitator

Walkabouts inform the Travel Challenges section (pages 7-10) and the Action Plan (Appendix B, page 23).

WEATHER: Cloudy, no precipitation, 2°C, Cloudy

PROCEDURE



Participants met in the school's Parent Resources room where they introduced themselves and heard a briefing on the STP project from the STP facilitator. The Principal and parents summarized key traffic and safety concerns, some of which could be seen from the room's window. Participants then headed outside to walk with a few stops in between for discussion. Once they finished walking the route, participants met in the parent resources room where they discussed additional concerns, potential ideas, and potential solutions.

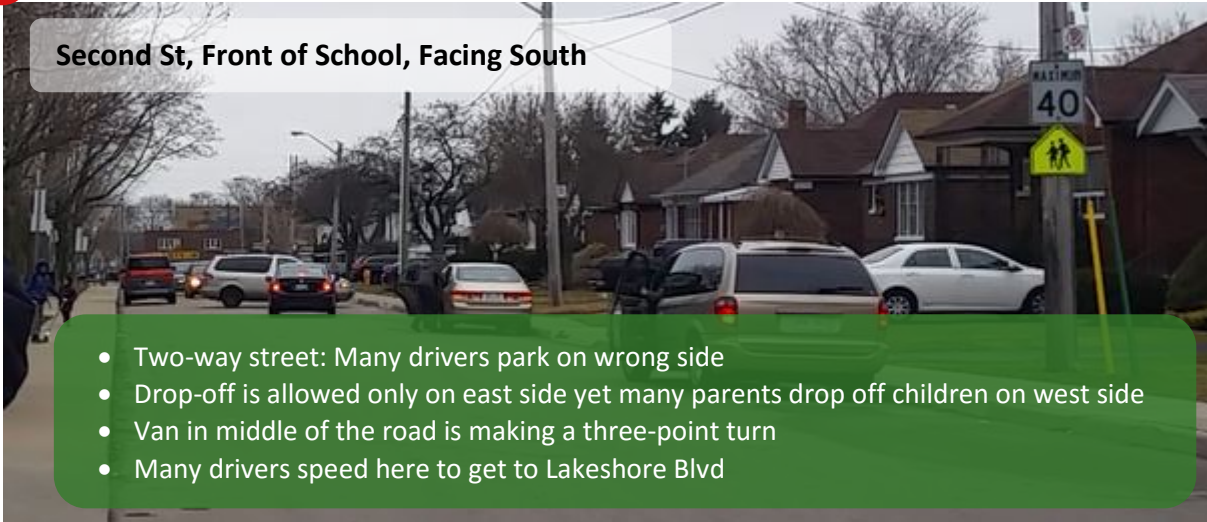
ROUTE



FINDINGS

1 Second St between Birmingham St and Lakeshore

Second St, Front of School, Facing South



- Two-way street: Many drivers park on wrong side
- Drop-off is allowed only on east side yet many parents drop off children on west side
- Van in middle of the road is making a three-point turn
- Many drivers speed here to get to Lakeshore Blvd

2 Second St at Birmingham St

Facing Northwest



- High speeds
- Street parking by Campbell's
- No crosswalk or stop line

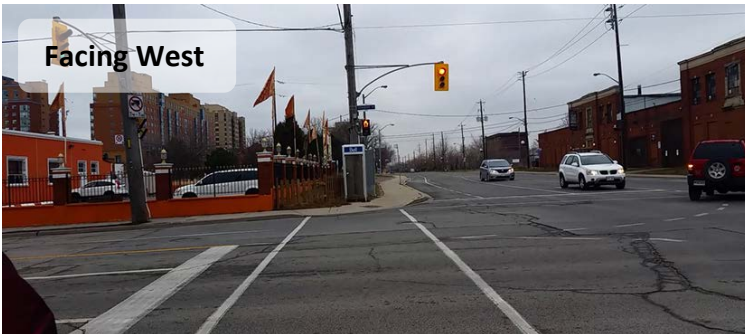
Facing North



- Police would stay by stop sign on southeast side to monitor traffic

3 Birmingham St and Islington

Facing West



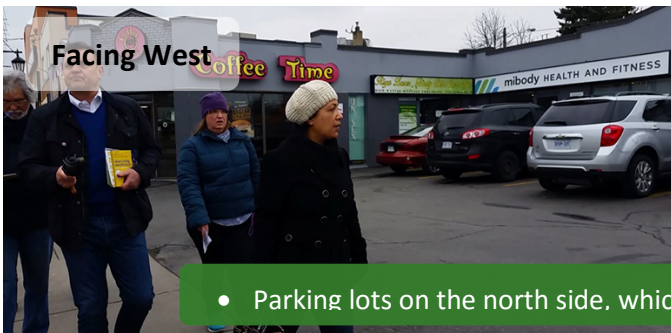
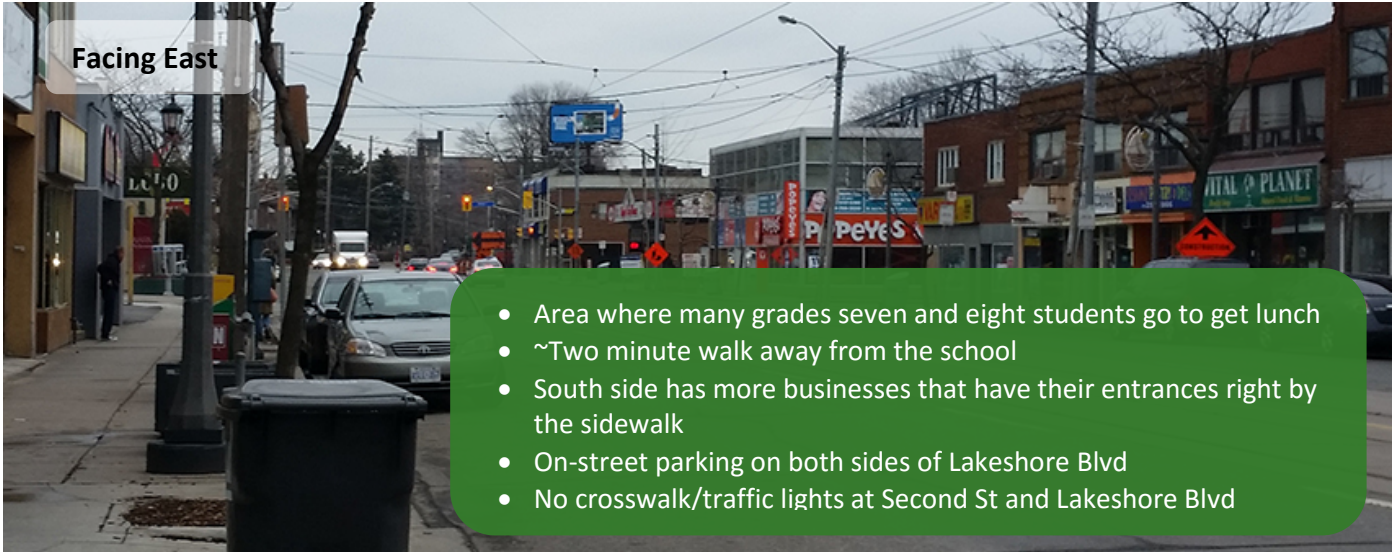
- Busy street that needs a crossing guard
- ~50% students live in the buildings across this intersection (left of photo), located less than 1.6km away from the school

Facing East

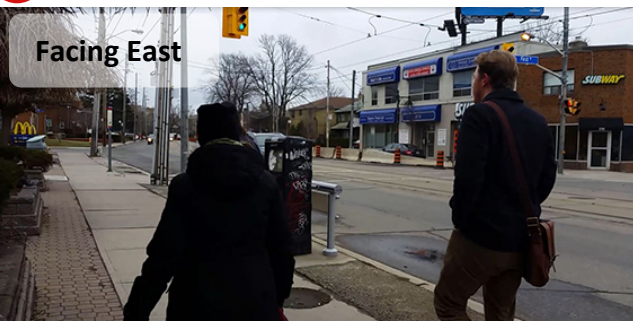


- Sign pointing to bike lane (right of image)
- Birmingham St Street only has two lanes
- Many cars park in the bike lane, forcing cyclists to change lanes and merge with ongoing vehicular traffic.
- Many parents do not feel comfortable with letting their child(ren) bike to school

4 Lakeshore Blvd near Second St



5 Lakeshore Blvd at First Street



- McDonald's is a popular lunch spot for grades seven and eight students
- Crossing guard at this intersection
- Restaurants/stores that students can access without crossing/jaywalking have large parking lots

6 Maple Blvd



- Sidewalk only on the east side of Dwight Ave and on north side of Maple Blvd
- Area within the fence is school property
- Area outside of the fence is City property

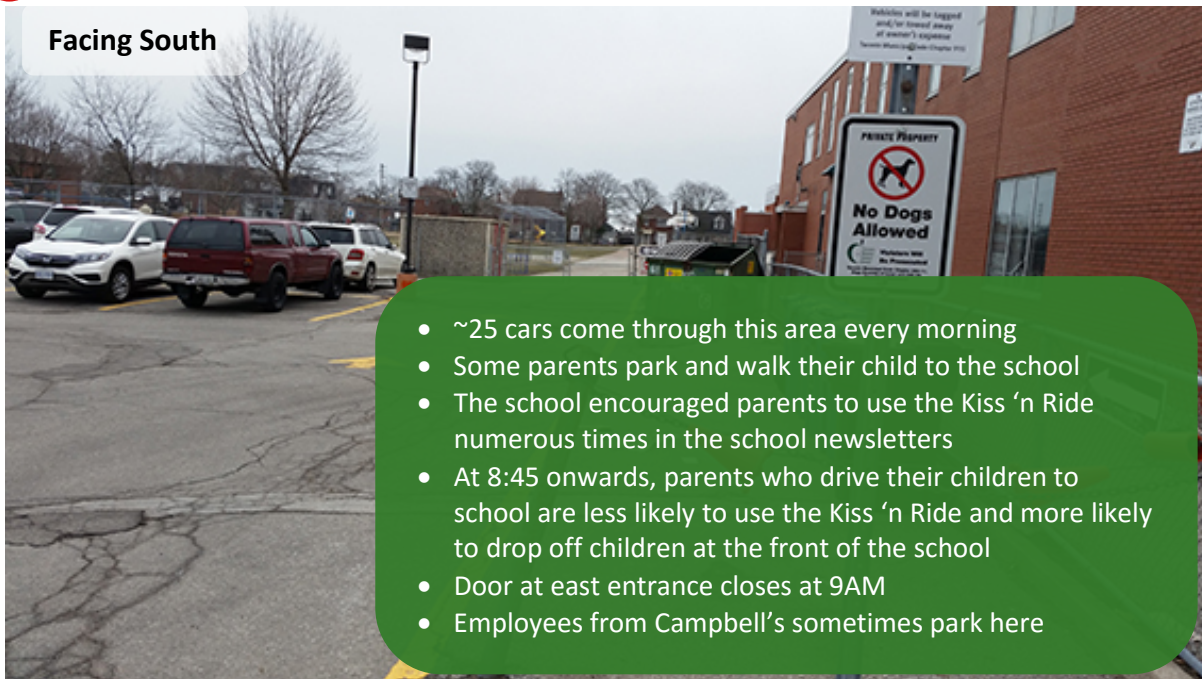


6 Maple Blvd (Continued)



- Some parents drop off their children at these gates to avoid traffic on Second St and on Birmingham St
- Some parents park then walk their children to the school building
- Possibility of having a school bus zone for larger buses here?

7 Kiss 'n Ride and Parking Lot (Southwest of Birmingham St)



- ~25 cars come through this area every morning
- Some parents park and walk their child to the school
- The school encouraged parents to use the Kiss 'n Ride numerous times in the school newsletters
- At 8:45 onwards, parents who drive their children to school are less likely to use the Kiss 'n Ride and more likely to drop off children at the front of the school
- Door at east entrance closes at 9AM
- Employees from Campbell's sometimes park here

OTHER OBSERVATIONS AND NOTES

- There are stop lines on Lakeshore Blvd but not many at Birmingham St
- One student was hit by a vehicle on Second St and was slightly injured
- A few incidents where there was almost a collision between a vehicle and a pedestrian
- A lot of people park at the school at night



Completed Action Plan Items



Cycling Safety Presentation

On March 29, CultureLink delivered a cycling safety presentation to grades 1-5 students in the school library. It was the first time that this presentation was given at the elementary school level. Students learned about bicycle inspection, storage, sidewalk riding, road riding, and good places to bike.

Pedestrian Safety by Public Health

On April 12, 2016, Public Health Nurse, Vanessa Barahona-Ortiz explained the health benefits of walking to/from school and how to walk safely around the neighbourhood.

Mapping Activity at Health and Wellness Night

On May 4, Green Communities Canada had a booth with a mapping activity inviting parents to either volunteer to lead a walking school bus or have their child participate in one. The parents who expressed interest in having their child participate in a walking school bus or walking group were coming from neighbourhood locations that were more than 500 metres away from the school, indicating that there is interest in active school travel among parents residing further away from the school.

Bike to School week and Bike Rodeo

On June 14, 2016, Second Street had their first bike rodeo implemented by TDSB EcoSchools and CultureLink. Students were also invited to bring scooters as long as they had helmets. The bike rodeo allowed students to practice their handling skills as well as the safety knowledge they learned in March.

Second Street also was one of the 300 schools that registered for the GTHA’s Bike to School Week.

Stop Line at Second Street and Birmingham Street

In spring, 2016, a stop bar was painted across Second Street at Birmingham Street.

Further updates on other action plan items can be found in Appendix B on page 23.

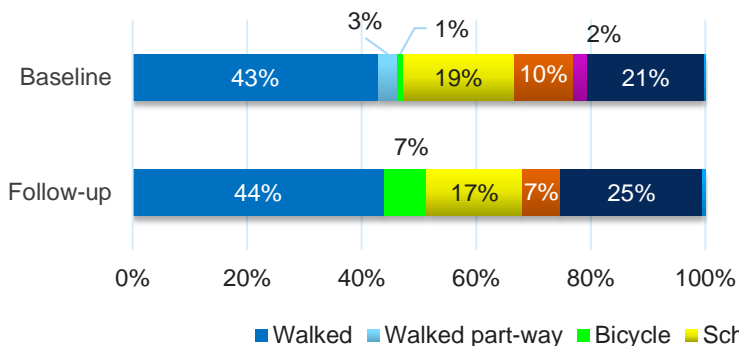
Follow-up Survey Results

The follow-up surveys were conducted during the week prior to the school’s Bike rodeo. Rather than having students fill these surveys individually, the follow-up surveys were done by having teachers ask students to raise their hands for the transportation mode they used to get to school. The survey template was sent via e-mail in word format which may have resulted in it being printed out in two pages instead of one. This may explain why no responses were received for FROM school trips.

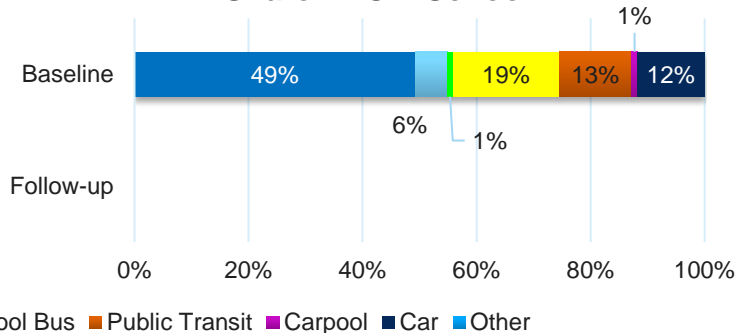
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February 8-11, 2016	2°C, no precipitation	-1°C, snowy	-5°C snowy	-11°C no precipitation	PA Day
June 6-10, 2016	20°C, cloudy	15°C, no precipitation	11°C, no precipitation	14°C, no precipitation	PA Day

Time Period	Age Group of Respondents	# of Responses during the week
Baseline	Grades 3-8	1710
Follow-up	Grades 2-8	467

Second Street Total Travel Mode Share TO School



Second Street Total Travel Mode Share FROM School



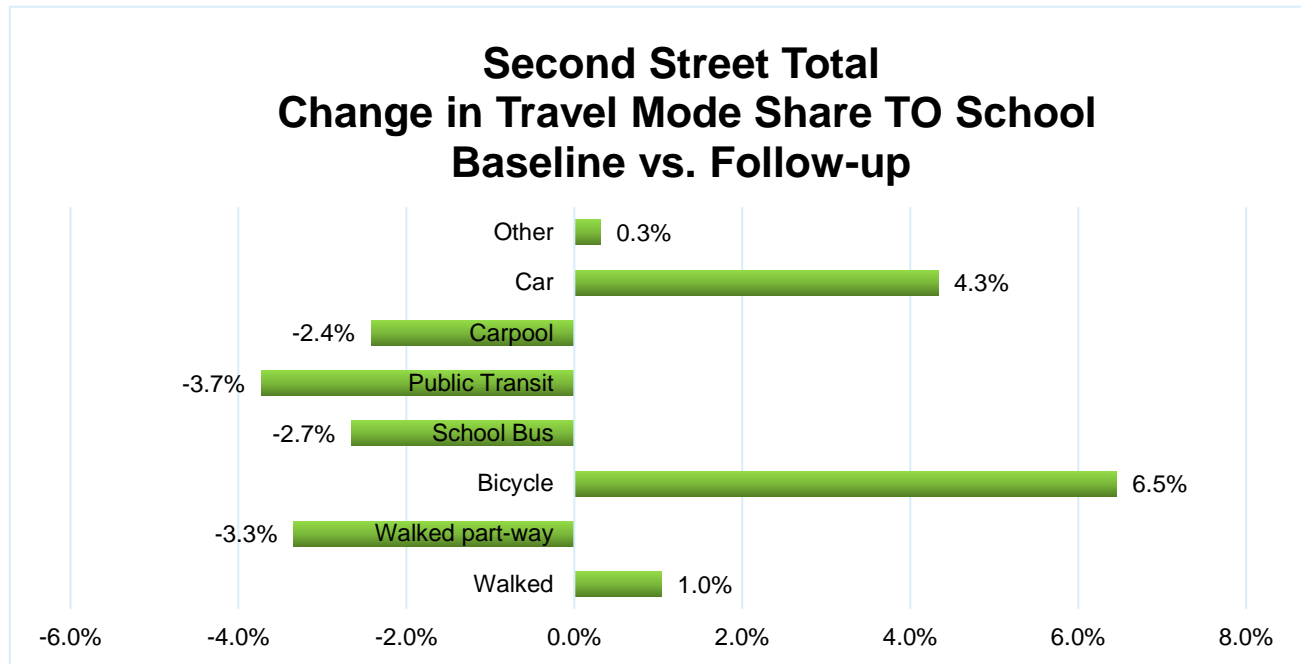
Findings

Walking slightly increased while cycling increased to 7%. Public transit, walking part-way, and school bus use decreased while vehicle use increased; students who previously used transit and/or walked part-way may have chosen to walk or bike to school instead. Regardless, the increase in the percentage of students cycling to school is

higher than that of the increase in the percentage of students being driven to school (6.5% versus 4.3% respectively) and the total percentage of students using active transportation to get to school has increased.

The mode share among age groups was much more varied compared to the baseline results. At follow-up, there were no classes where all students took public transit to get to school.

Given the variances in response rate for each day of the week, it is difficult to determine how the weather may have affected students' and/or their families' decisions on how they got to school.





Committee members

Members of the School STP Committee

Principal: Stephen McLean
Vice Principal: Beverly Travnik
Teacher Representative: Claudia Purboo
Parents: Susan Ellis
Amanda Evans
Natasha Monteiro

Members of the Municipal Stakeholder Committee, and advisory persons

STP Facilitator: Armi De Francia
Toronto District School Board Representative:
 Kristen Evers
 Richard Christie
Councillor Mark Grimes
Constituency Assistant to Councillor Mark Grimes: Daniel Fleming
Trustee: Pamela Gough
Transportation Services:
 Blair Lagden
 Kevin Akins
Public Health Representative: Vanessa Barahona-Ortiz
LAMP Community Health Centre: Dwane Abbott

Endorsement

The School Travel Plan for Second Street JMS has been endorsed by Principal Stephen McLean 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 Planning



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]



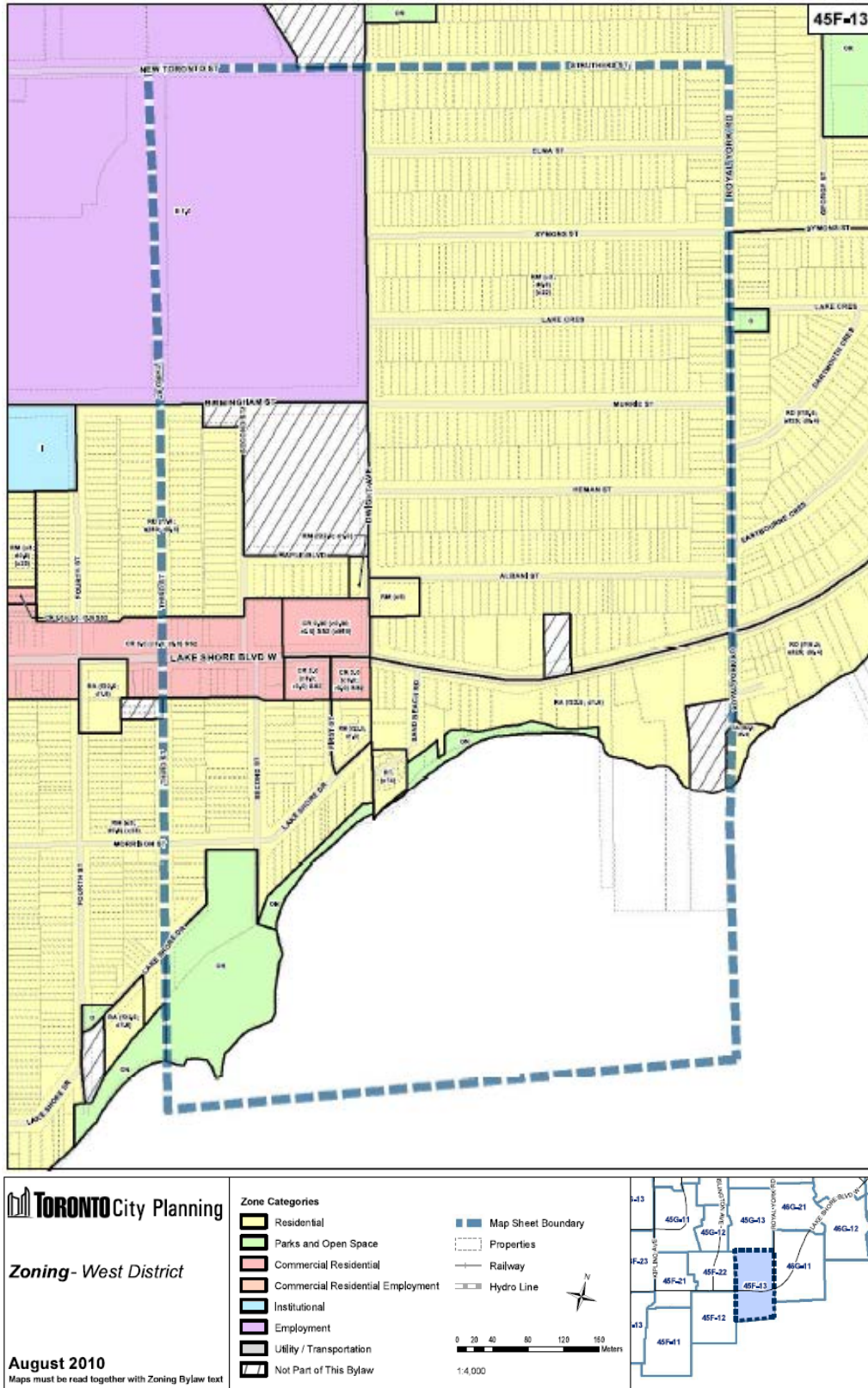
Sidewalks, Traffic Lights, and Crossing Guards



Legend

- | | | | | |
|-----------------|---------------------------|-----------------------------|-----------------------|------------------------|
| TDSB Schools | Sidewalk_Inventory | Sidewalk on east side | Sidewalk on west side | Middle Attendance Area |
| Traffic_Signals | Sidewalk | Sidewalk on north side only | Walkway (confirmed) | Junior Attendance Area |
| Crossing_Guard | Sidewalk on both sides | Sidewalk on south side only | | |

Zoning around Second Street Junior and Middle School



Source: City of Toronto (2010). Zoning - West District Maps - Part 5. *City of Toronto Zoning By-law 1156-2010 - Schedule "A"*. <http://www.toronto.ca/legdocs/bylaws/2010/law1156-Schedule-A/law1156-zoning-west-maps05.pdf>



School Travel Plan

Appendix B: Action Plan for Second Street Junior and Middle School

Completed Items are in dark grey.

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
Objective 1: To improve the safety of children on the active school journey						
Indoor Cycling Safety Workshops	30-45 minute presentation on cycling safety	GCC, CultureLink	March 29, 2016 for Grades 1-5 May 2016 for Grades 6-8?	May 2016?		Workshop for Grades 1-5 completed March 29, 2016.
Road safety/personal safety presentation	Pedestrian safety presentation for grades 1-3 students	Public Health		April 12		Completed April 12, 2016
Request for a new crossing guard at Islington Avenue and Birmingham Street, South side	Request for crossing guard from Toronto police services.	School will provide student population data after the report from the City comes back.	April 2016	Fall 2017?		Motion sent to review crossing guard assessment criteria. Daniel will send the metrics reviewed, criteria, and report illustrating the results. Waiting for the report to be received. Armi can then facilitate the process of creating the application.
Enhancing signage and pavement markings near the school.	Install <i>No U-Turns</i> sign on Second Street.	Transportation Services	Spring 2016	Fall 2016?		Etobicoke York Community Council passed report to: <ul style="list-style-type: none"> - Prohibit north/southbound u-turns on Second Street between Birmingham and Maple Blvd. - Change parking and school bus
	Change the current <i>No Parking</i> zone on Second street to a <i>No Stopping</i> zone between 8AM-5PM	Transportation Services	Spring 2016	Fall 2016?		
		Transportation Services	Spring 2016			

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
	Investigate possibility of installing pavement markings in bike lanes.					<p>zone regulations on the east side</p> <ul style="list-style-type: none"> - Change <i>No stopping</i> regulation on west side <p>Blair created a work order to install all required signage.</p> <p>Request sent to Cycling Infrastructure to review the bike lanes on Birmingham Street.</p>
Speed monitoring	Speed Trailer for Birmingham Street for one week and another on Dwight Avenue	Transportation Services	Spring 2016.	Fall 2016 if not 2017.		Request sent. Birmingham Street is on a standby waitlist.
Other infrastructural improvements off of school property.	Request for another study at Hillside Avenue and Royal York Road with consideration to potential students from this part of the neighbourhood coming to Second Street JMS.	The school will provide the student population data in May. Follow-up decision process to take place after.	May 2016	Follow-up may be needed in the next couple years due to incoming extended French program.		Registration details to be discussed.
	Investigate the possibility of: <ul style="list-style-type: none"> installing a pedestrian path on the east side of the school 	Councillor Grimes' Office/Daniel Fleming	Spring 2016			To be discussed with the Pedestrian Projects Manager.
	<ul style="list-style-type: none"> Paint <i>Stop</i> bar for Northbound traffic on Second Street at 	Transportation Services.	Spring 2016			Completed Spring 2016

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
	<p>Birmingham street and crosswalk lines on the south side.</p> <ul style="list-style-type: none"> Installing traffic calming measures on Second Street between Birmingham Street and Lake Shore Boulevard. 	Armi will provide the Guide on Reducing Speeds. The school can then decide which measure would best suit its needs.	The guide will be available in fall 2016. Next steps can be determined after.	2018?		Currently waiting for the <i>Guide to Safer Streets near Schools</i> .
Objective 2: To create a culture of active school travel among incoming and existing students						
Inform parents about active school travel and recruit volunteers to create a neighbourhood walking school bus and/or walking groups or cycling groups.	Distribute brochures on School Travel Planning and active school travel to incoming families on School Registration night. Have a mapping activity where new parents can indicate where they are coming from and indicate if they are interested in leading a walking/cycling group or having their child in one.	GCC will have booth and distribute materials. Materials will be provided by GCC and Public Health. TSTG will provide the maps. Pamela will also find volunteers.	April 28, parent orientation	May 4, STP booth at Health and Wellness Night	Printing costs	Complete. Four parents expressed interest in having their children participate in a walking school bus to date.
IWALK (International Walk to School Month – October)	Organize a Walk to School Day. Register for the IWALK-IWHEEL club and get waterless tattoos. http://www.saferoutestoschool.ca/iwalk-club	Eco-Club? Public Health, Parent Council representatives, GCC	September 2016	October 7, 2016		Parent Council will sign up for the IWALK-IWHEEL club to get waterless tattoos.
Cycling athlete presentations	30 minute presentations from athletes from Triathlon Ontario on how they got into cycling	GCC, Triathlon Ontario	May 2016?	December 2016?		Currently waiting for athletes' availability.
Sign up for Bike to School Week	Register and organize delivery of promotional materials	Claudia	March 2016	April 2016		Complete for 2016
Bike Rodeo	Set up six stations teaching various cycling skills.	TDSB/CultureLink,		June 14, 2016		

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
	Investigate collaboration opportunities with local bike shops for additional resources (i.e. bike rentals)	LAMP				
Objective 3: To monitor effectiveness of initiatives and revise School Travel Plan annually						
Monitor transportation mode	Conduct Follow-up Classroom Survey	GCC		Ongoing		Complete for Year 1: baseline surveys collected February 2016; Follow-up surveys collected June 2016
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	GCC		Ongoing		Year 1 completed July 2016
Analyze and report on survey findings	Enter data, produce result graphs	GCC		Ongoing		Year 1 (baseline and follow-up) completed July 2016



School Travel Plan

Appendix C: Considerations and Ideas

Action Plan Considerations

Incoming School Population

- The school is anticipating two additional classes per year for grade four
- Estimated 30-35 students coming to Second Street from other schools next year

Criteria to install a crossing:

- 290 pedestrians within an 8 hour period
- Children, seniors, and people with mobility/intellectual limitations Delay at curb greater than 10 seconds
- Traffic study can be done every two years

Other considerations for installing a crossing

- Stop signs cannot be installed on major arterial roads.
- Surveys and traffic studies can be done in new developments so long as developer pays for the study.
- Children (age 13 and under), seniors, and people with physical disabilities

Crossing Guard Applications

- Application to the police for a crossing guard must come from the City first
- Updated information will be available after a City Council meeting on May 10
- Useful information to include in application:
 - Number of students
 - Percentage of students coming from community near intersection
 - Student ages/cohorts, projections
 - Maximum capacity for the school
 - Schools that may potentially benefit from having a crossing guard at the location (if any)

Student Patrollers

- The school may be open to having student volunteers monitor traffic safety at the intersection of Birmingham Street and Dwight Avenue but not at the intersection at Islington Avenue and Birmingham Street

Wheeling at Second Street

- Half of the students who wheel to school use bikes while the other half use scooters
- Some students are afraid of getting on a bike but are confident using a scooter
- Students scooter to/from school in the winter
- The school has an area to store scooters; some students leave scooters in the office
- TDSB is looking into scooter parking opportunities

Requirements for Submitting Petitions for Speed Limit Reductions to 30km/h

- Can only be signed by people living on the street, must have 51% support
- 1 vote per household, need name, address, and signature
- If approved, a traffic study would be done in the next three months

Additional Resources

- Public Health has IWALK-IWHEEL stickers and brochures on the benefits of walking and various workshops on health/wellness, pedestrian safety, and helmet safety
- Bike to School week prizes: stickers, tracking poster, education kits (all while supplies last)
- LAMP has pedometers
- Toronto police does assemblies on helmet safety (must be requested 2-3 months in advance)
- Residents can go online to make complaints to police
- Residents can request for more *Slow down* signs from Councillor Grimes' office
- Councillor Grimes will be holding additional neighbourhood traffic meetings to inform residents of the results from recent traffic studies and enforcement efforts and to discuss issues with Transportation Services staff and Toronto Police. These meetings will be occurring from now until May 9.

Ideas for Future Consideration

Less Feasible

- Transform Second St into a one-way directing traffic north
- Implement traffic calming measures on Second St

Needs Further Investigation

- Work with John English JMS community
- Request for crossing guard at Islington Ave
- Walking School Bus