



# 2016-2017 School Travel Plan

## Annunciation Catholic School



### Year 3

*Compiled by Armi De Francia, School  
Travel Planning Facilitator  
Green Communities Canada*



Funding provided by:



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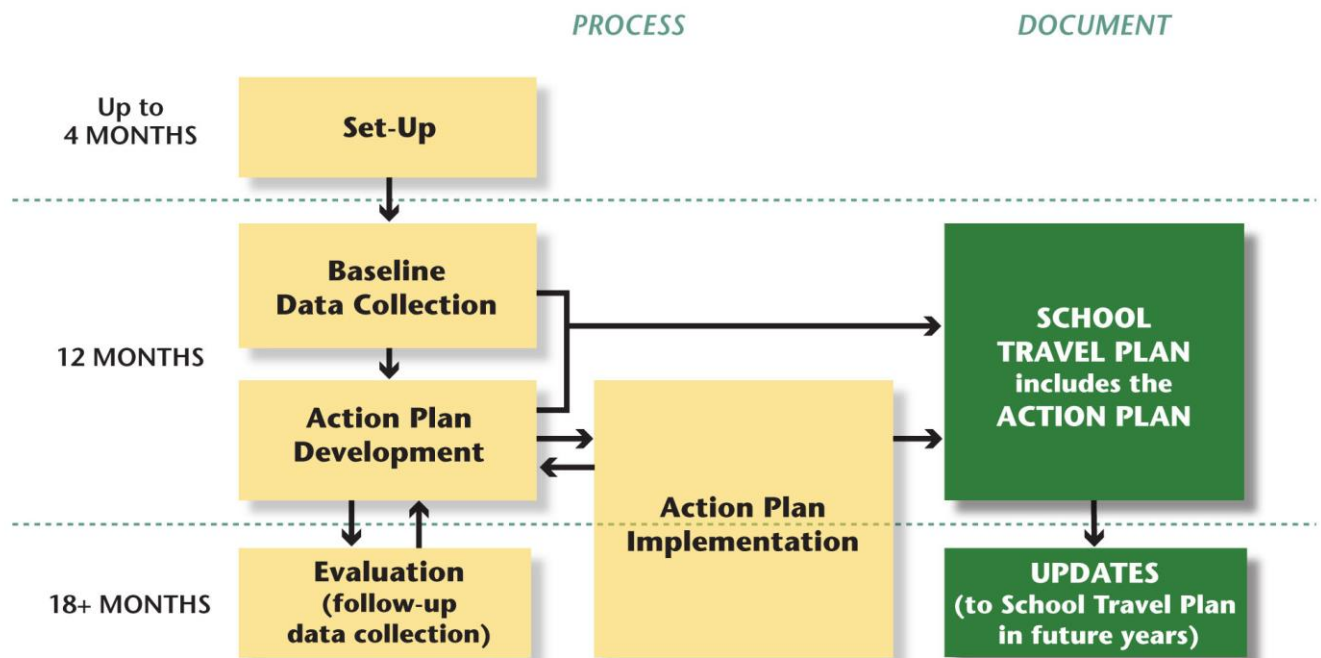
# School Travel Plan

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### About School Travel Planning

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



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

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

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

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

### **National Resources**

School Travel Planning (STP) is presented by a coalition of organizations across Canada working together to enable more children to walk and cycle to school. Green Communities' Canada Walks makes coordination of efforts and knowledge transfer between and among these organizations possible. This national website provides a wealth of resources with links to international and provincial/territorial organizations and their curriculum, as well as to campaigns that can benefit and complement a school's efforts for health promotion and environmental awareness:

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

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

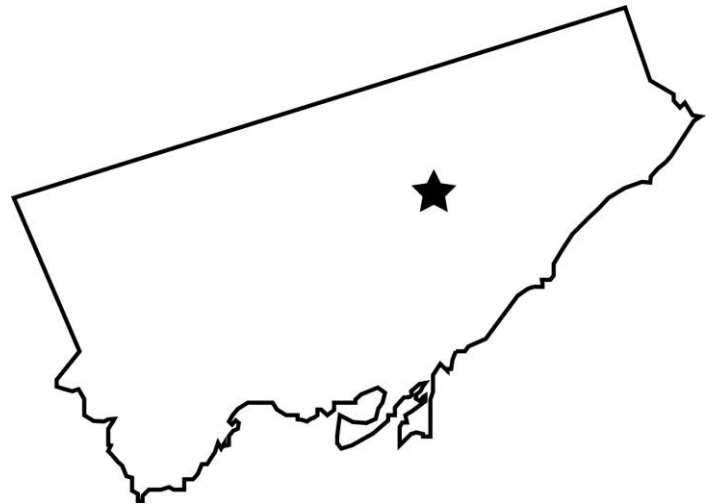
[www.saferoutestoschool.ca/school-travel-planning](http://www.saferoutestoschool.ca/school-travel-planning)



## School Travel Planning Feasibility Study for Toronto

### Background:

Annunciation CS 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).



Annunciation 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.



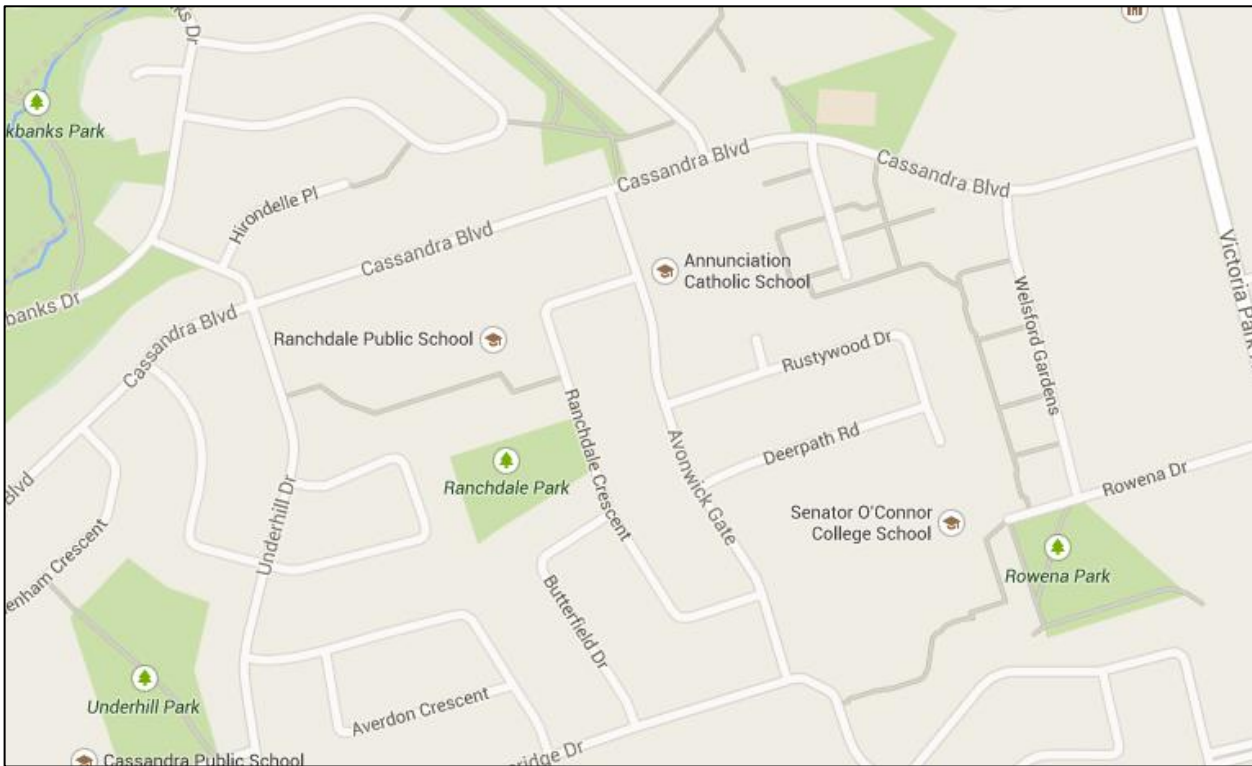
**School Profile**

School Name	Annunciation
School Type, e.g. public, separate, private	Catholic Elementary School
Age of School / Year Opened	1965
Name of School Board	Toronto Catholic District School Board
Number of Students	331
Number of Families	260
Grades, e.g. K-6, K-8	K – 8
School Bell Times	8:30 am ; 3:00 pm 11:15 to 12:15 Lunch 1:40 to 1:55 Afternoon recess
Number of Parking Spaces, staff/visitor	
Description of Location, e.g. city centre/suburban/rural	Suburban
Is the school in a Neighbourhood Watch or Block Parent Community?	Yes
% Bussed Students	30%
Socio-Economic Description of Families	18% 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.	
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	Driver behavior – very congested at school entrances; 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	School bus drop-off zone Adult crossing guard Students walked from Ranchdale Day Care centre around the corner Kiss ‘n ride organized by volunteer parent (s) Bike rack (currently poor condition and location, receiving new one soon)
Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs	Police Officer School Liaison

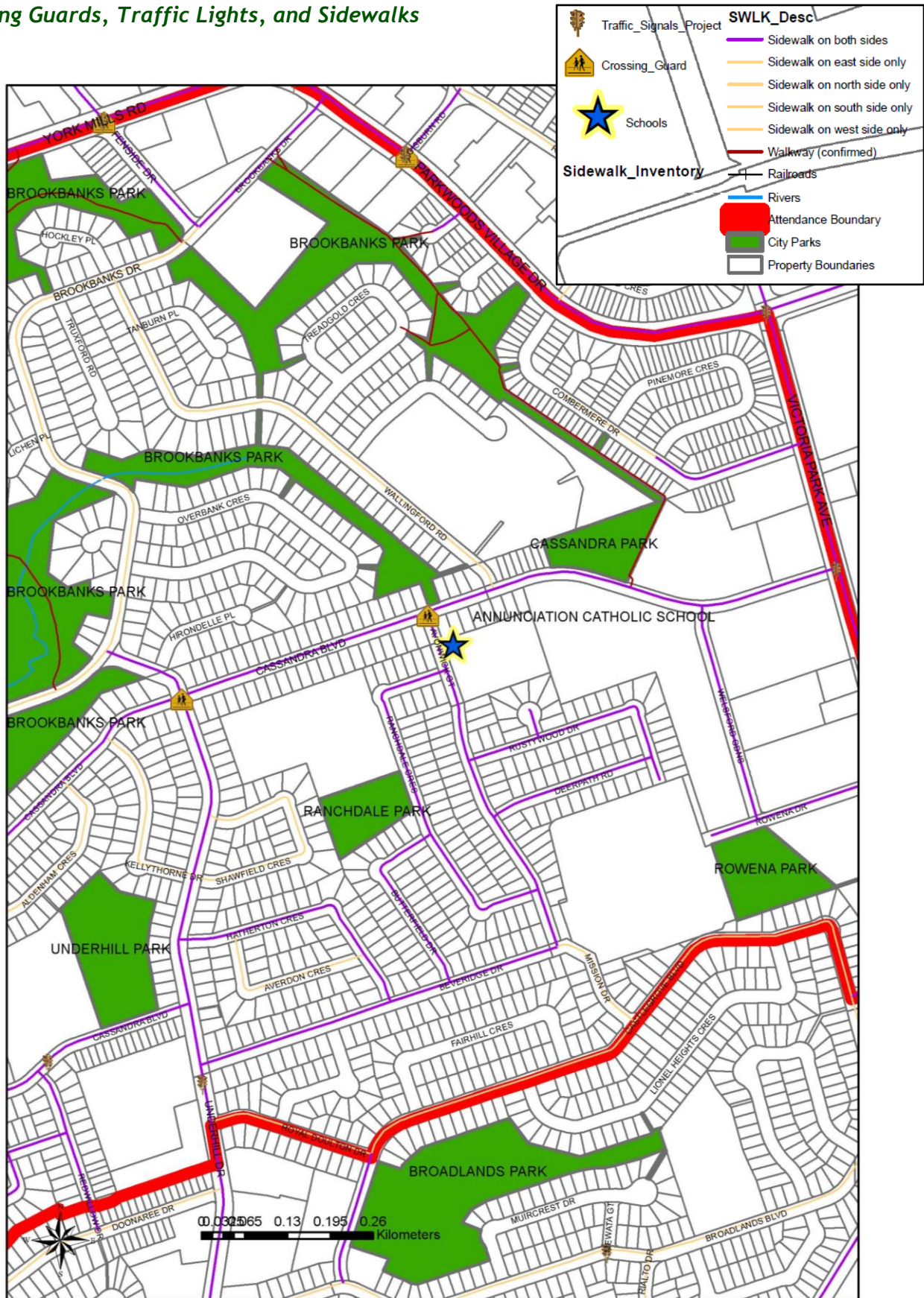
Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health	Newly created 'Walking with Friends' Club, specifically connected to this project
Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)	CSAC – parent council Newsletter Website (school website + CSAC website)
Other Information	For 28% of students, English is not their first language*

\*Statistics from Ministry of Education School Information Finder

**Map of area covered by this School Travel Plan**



# Crossing Guards, Traffic Lights, and Sidewalks







### *School Travel Planning Goals*

Throughout the STP process, stakeholders have identified the following goals for Annunciation CS:

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

### *Key Goals for this School*

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

1. 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. Enhance perception and reality of safety by encouraging self-organized walking groups and getting more eyes on the streets
3. Hold Walk to School Days
4. Set up at least one bicycle rack in a safe location
5. Work towards infrastructure improvements, such as painted crosswalks where they are missing
6. Promote 'walk a block' program for families who live too far to walk the whole way

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

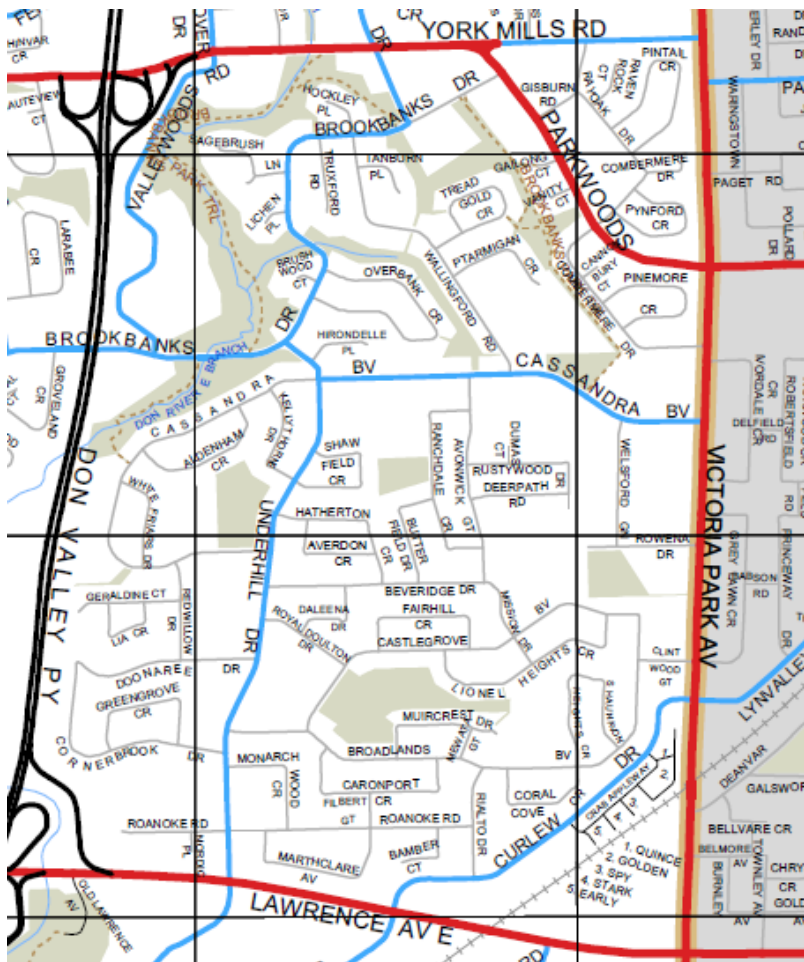


This section presents the main travel challenges at Annunciation CS identified by the Walkabout with stakeholders, family surveys with route mapping collected in November 2014, and parent council meetings and stakeholder meetings throughout the year. Additional details on the travel challenges can be found in the Walkabout Report in the Year 1 School Travel Plan. Please see the Action Plan in Appendix B for upcoming and existing actions intended to facilitate improvements.

### Incentive for driving in the neighbourhood

Although the catchment area size provides a suitable walking distance for most families in the neighbourhood, the curvilinear street patterns enable driving.

### Ward 34 Road Classification Map



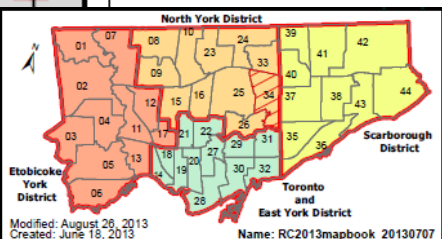
### Curvilinear Street Patterns

Curvilinear street patterns increase the walking distance and the perception of the walking distance. The winding streets make the routes seem more complicated for walking and may incentivize residents to drive in order to speed up travel time. Although there are walking paths that pedestrians can use for shortcuts, these pathways are not always very visible or maintained. In contrast, straight, grid-like streets shorten the distance and creates more direct, visible access to destinations.

Cassandra Blvd allows for traffic to travel through the neighbourhood since it leads to another street that can allow drivers to travel east-west directly. Drivers can travel along Cassandra Blvd then turn on Brookbanks Drive (or vice versa) as an alternative route to York Mills Road and to Lawrence Avenue East. The other local roads involve more loops, creating more detours and longer travel distances.

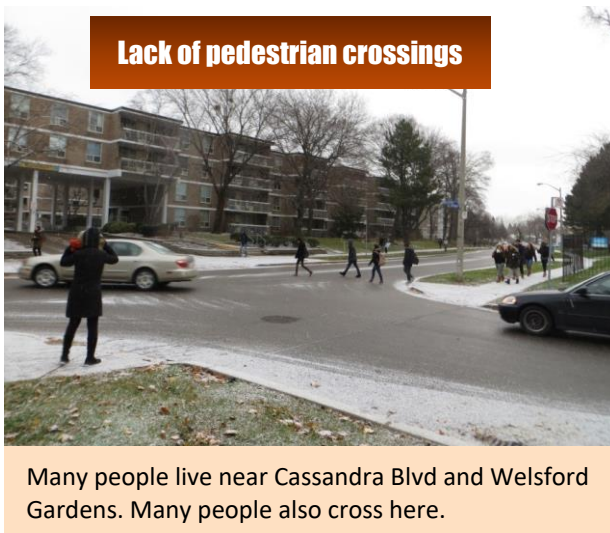
**TORONTO** Transportation Services  
**Road Classification System**  
 Adopted by City Council November 27, 28 and 29, 2012  
 Operational Planning and Policy Unit  
 Transportation Infrastructure Management Section  
 Transportation Services Division

Road Classification System		Physical Features	
	Provincial Expressway		River
	Toronto Expressway		Railway
	Major Arterial		Shoreline
	Minor Arterial		Trail
	Collector		Hydro Line
	Local		Walkways
	Ward Boundary		Parks & Recreation Area
	City Boundary		
	Other		
	Laneway		
	Pending		
	Park Roads		
	Reserved Bus Lane		



## Quality of Walking Routes

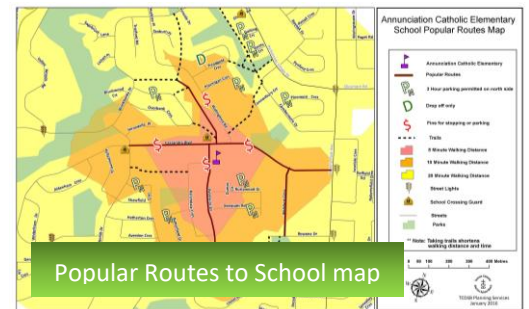
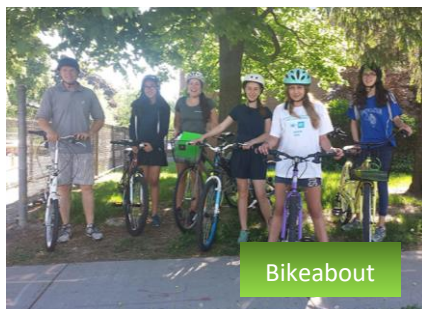
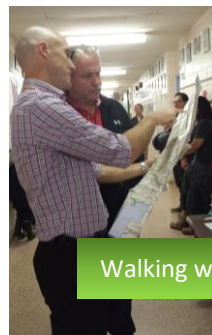
The quality of walking routes also brings challenges to walking through the neighbourhood.



## Year 1 Completed Action Plan Items



## Year 2 Completed Action Plan Items



All photos in Years 1 and 2 were taken by Katie Wittmann.

## Year 3 Completed Action Plan Items



### Other Items Implemented

- Safety Messaging: The school encourages students to walk and bike along sidewalks and well-travelled routes

### COMING SOON

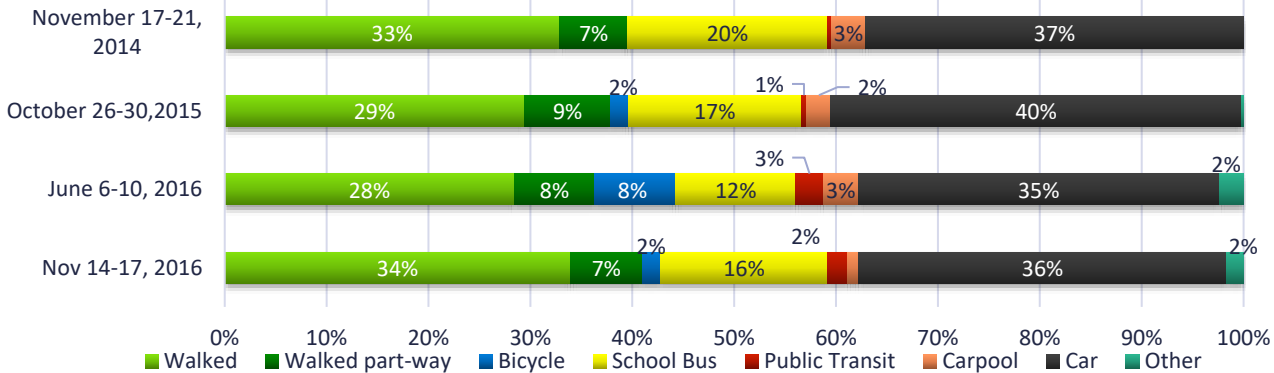
- Police Presentation on Bike Safety for Grades 1-3
- Public Health presentation at Welcome to Kindergarten event
- Bike rally 2017 (if there is enough interest among students)
- Bike to School Week 2017
- Traffic counts at Cassandra Blvd & Welsford Gardens



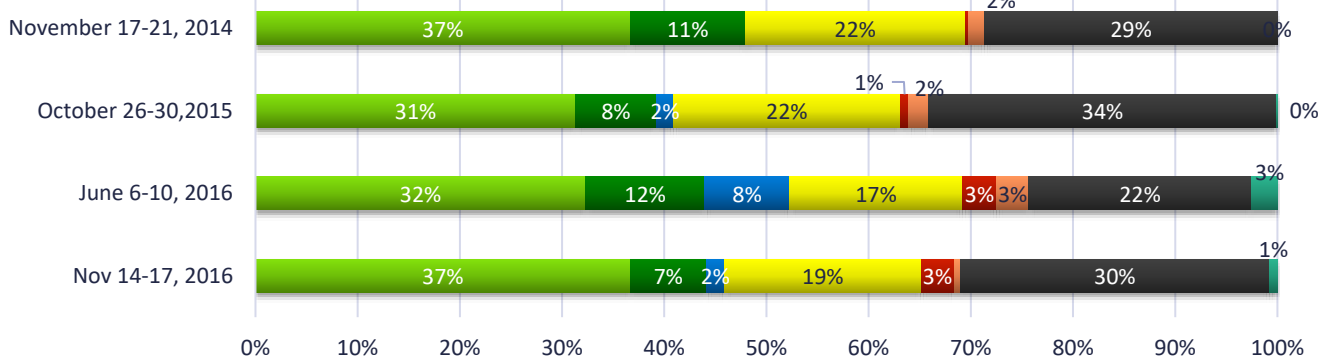
For further details and the full Action Plan, please see Appendix B.

## Classroom Survey Findings

**Annunciation CS Total Travel Mode Share TO School**



**Annunciation CS Total Travel Mode Share FROM School**



Weather Descriptive (temperature, precipitation)				
Time Period	Baseline	Follow-up	2nd Follow-up	3rd Follow-up
Date	November 17-21, 2014	October 26-30, 2015	June 6-10, 2016	Nov 14-17, 2016
Average Number of Responses (TO school)	287.8	315	133.8	133.8
Average Number of Responses (FROM school)	179.4	284	132.4	130.2
<b>Monday</b>	0°C light snow	4°C, dry	18°C, dry	8°C, dry
<b>Tuesday</b>	- 5°C dry	6°C, dry	15°C, dry	7°C, dry
<b>Wednesday</b>	- 5°C snow	10°C, crazy storm	12°C, dry	7°C, dry
<b>Thursday</b>	- 3°C dry	10°C, dry	15°C, dry	Dry
<b>Friday</b>	- 2°C dry	6C, dry	16°C, dry	PA Day

NOTE: Grade 6 students were not included in the most recent surveys due to a field trip that took place during the data collection period.

Since baseline (November 2014), students began to bike and use other types of non-motorized wheeling modes to get to/from school. The school maintained a 2% cycling rate during the fall seasons in 2015 and 2016.

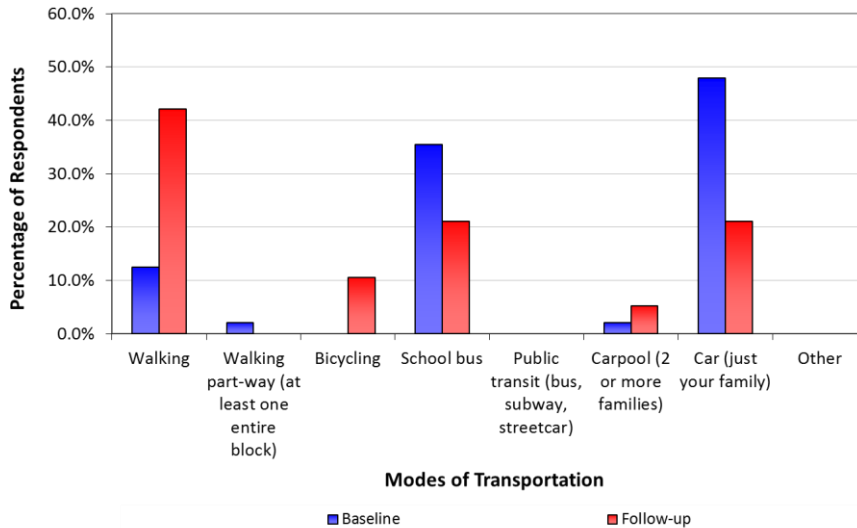
A key issue at the beginning of the school year was that parents were dropping off their children in the staff parking lot and blocking traffic on Avonwick Gate. Since then, staff members have noticed that more parents are dropping off their children on nearby streets instead of the staff parking lot.

## Follow Up Family Survey Findings

By Katie Wittmann

The following graphs provide a snapshot of the follow up family survey findings from June 2016. The baseline results are from November 2014. The sample size for the baseline results (77) is much greater than the follow up (19), as it proved difficult to receive responses during the hectic end of school year season.

**Q1a/2a - How does your child usually get TO school?**

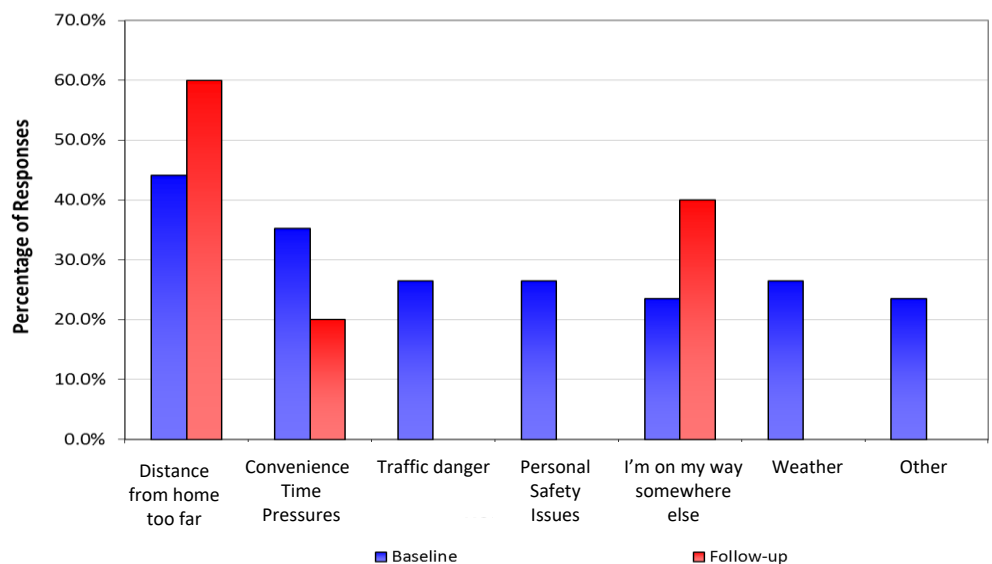


Nonetheless, the results from those who did respond at follow up are very positive. Significantly more parents indicated in June 2016 that their child walks or bikes to school as their regular mode, compared to November 2014. There is a substantial decrease in the number of single family vehicles, and a slight increase in carpooling. These changes are even starker for the trip home from school, with walking rising to 47%.

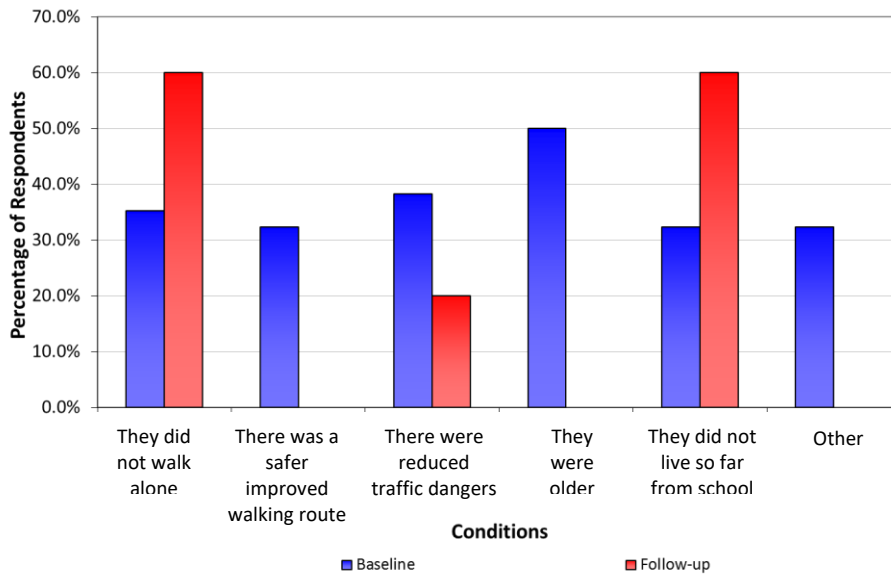
The majority of families continue to agree that their neighbourhood is safe for children to walk to/from school. (Approximately 70% agree and another 15% strongly agree).

From the small number of parents who completed the follow up survey that drive their children to school, their reasons appear quite different from those listed at baseline. The graph below illustrates that only three reasons were listed at follow up: distance, convenience, and 'on my way somewhere else'.

**Q7 - If your child is usually driven to/from school, what are the main reasons why?**



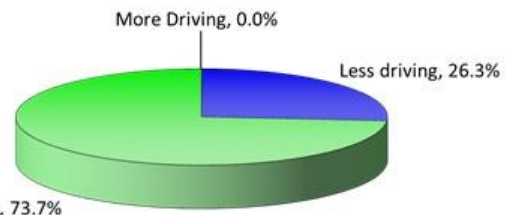
**Q8 - I would allow my child to walk to school if...**



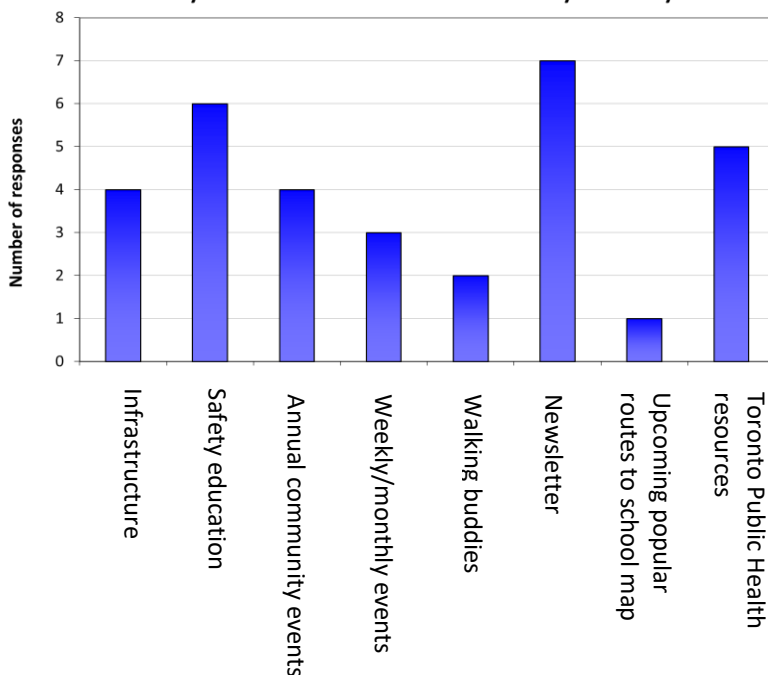
Similarly, there were three distinct answers that stood out from the follow up respondents to the question asking what it would take for them to allow their children to walk to school. The most popular answers were distance (living closer) and not walking alone, followed by reduced traffic dangers.

When asked if their habits have changed since the School Travel Planning program began, the majority of respondents indicated no (74%). There were, however, a substantial 26% who said yes – they/their child are driving less and instead walking or cycling more. The results are similar for both TO and FROM school.

**Follow-up Only: Q11a - In what ways have your family's school travel habits changed for the TRIP TO SCHOOL, since the School Travel Planning project began?**



**Follow-up Only: Q14 - Which school travel program activities do you feel have been most effective for your family?**



Many of the activities we've been offering at Annunciation CS proved favourable to the follow up respondents. The most effective action identified was the use of the school newsletter to promote events and share information about active travel/school travel planning, followed closely by safety education. All but one or two respondents indicate that they support ongoing School Travel Planning efforts.



## **Benefit-Cost Analysis**

By Katie Wittmann

The costs associated with the School Travel Planning project were closely monitored from Baseline (November 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 green house 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: \$1,449

Benefit of travel mode shift: \$6,528

Benefit-cost ratio: 0.2

If the costs of Year 1 remain steady, but we re-calculate the benefits based on the Follow Up 2 results, the new total benefits equal **\$13, 049**, which means the new **benefit-cost ratio is 2**. In other words, for every dollar invested in school travel planning, the benefits are worth twice as much!

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*Why were the first follow up results quite negative?*

*In Follow Up 1, the results showed an increase in driving and decrease in walking. One of the potential explanations is the weather that occurred the week of the follow up. Hurricane Patricia struck at this time, the tail end of which resulted in a massive storm in Toronto. Many families that may normally have walked drove more than usual that week, affecting the averages for the mode shares.*

### *Committee Members*

#### **Members of the School STP Committee**

Principal: Deborah Carlyle (2014-2015); Vernon Sweeney (2015-2017)  
Teacher Representatives: Andreas Allgeier, Lou Mele  
Parents: Jerome Villahermosa

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

STP Facilitator: Armi De Francia (2016-2017)  
Transportation Department Representative: Sidra Rahimzada  
School Board Representative: Adam Brutto  
Public Health Representative: Yan Fei Chang  
Toronto Student Transportation Group Representative: Mona Pielot  
Elected Councillor: Denzil Minnan-Wong  
Elected School Board Representative: Angela Kennedy  
Toronto Police Representative: Neil Pickrell

### *Endorsement*

The School Travel Plan for Annunciation CS has been endorsed by Principal Vernon Sweeney 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 <Insert date>

\_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_

\_\_\_\_\_



## Appendix A: Walkabout/Bikeabout Record

### **Walkabout Participants**

**Date:** November 27, 2014

**Time of Walk and Discussion:** 8:00 am – 10:30 am

**Participants:** Deborah Carlyle (Principal), Lou Mele (Teacher), Andreas Allgeier (Teacher), Mona Pielot (Toronto Student Transportation Group), Angela Yeung (Public Health Nurse) + guest colleague and nursing student, Adam Brutto (TCDSB Planning Services), Kimberley Evans (Parent), David Evans (Parent), Jerome Villahermosa (Parent), Katie (Gr. 6 Student), Helena (Gr. 6 Student), Katie Wittmann (STP Facilitator, Green Communities Canada)

### **Bikeabout Participants**

**Date:** May 31, 2016

**Time of Ride and Discussion:** 8:30—10:30AM

#### **Participants:**

##### ***On-bike + Debrief***

Katie Wittmann, School Travel Planning Facilitator  
Vernon Sweeney, Principal  
Armi de Francia, Project LifeCYCLE Coordinator  
Brianna, Student  
Eva, Student  
Genevieve, Student  
Maddy, Student

##### ***Debrief***

Adam Brutto, Supervisor of Planning/Demographer,  
Toronto Catholic District School Board  
Adam Howell, Constituency Assistant to Deputy  
Mayor Denzil Minnan-Wong  
Kimberley Evans, Parent  
Mona Pielot, Operations Officer, Toronto Student  
Transportation Group  
Neil Pickrell, Toronto Police, 33 Division  
Roya Chabok, Toronto Public Health

Completed Items

Action/Initiative	Tasks	Responsibility	Start Date	Status	Estimated Cost and Source of Funds, or No Cost
<b>Objective 1: To improve the safety of children on the active school journey</b>					
Potential for crossing guards at additional intersections in neighbourhood	-Determine priority intersections currently without crossing guards	PC Tim Whittle exploring process	January 2015	Told unlikely; could still write letter to Chief of Police	
ILP: Intelligence Lead Policing System	-33 Division Patrol Detail during before and after school hours. -Do Block Parent programs still exist? Can we encourage block parents?	PC Tim Whittle	January 2015	Need to revisit	
Crosswalk and/or stop sign at Cassandra & Welsford Gardens	-not sure of best solution, but need Transportation study to help determine	Sidra (Katie to email details)	October 2015	Traffic counts to take place Spring 2017.	Traffic counts can be conducted every three years.
Four way stop at Wallingford and Cassandra	Transportation Services study	Sidra	Spring 2016	Did not meet the warrants.	Traffic counts can be conducted every three years.
Police Presentations	-review pedestrian safety (Grade 1s, 2s, 3s)	Officer Neil	October 2015	October 27, 2015	No cost.
<b>Objective 2: To raise the awareness of the benefits of active travel</b>					
Student Club	-Promoting Club membership primarily among Grade 6 students -Meet twice a month over lunch -Let students choose club name and brainstorm ideas/activities	Lou lead with Katie support	First meeting February 18, 2015	Completed 2015-2016	No cost.
Promote Spring Walk Day	-Determine date -Promote through newsletters, pamphlets/posters, announcements	Student Club with assistance from Deborah, Katie, teachers, PHN	June 2015	Completed for June 2015	No cost.
Student competition/activity to design flyers and school zone artwork	-Flyers/posters that can be sent home -Artwork to post with school zone signs to make them more personal -Target younger grades	Andreas? With support from Student Club?	TBD	TBD	Minimal cost of materials.

Action/Initiative	Tasks	Responsibility	Start Date	Status	Estimated Cost and Source of Funds, or No Cost
Student booth at parent-teacher interview night	-Walking with Friends Club preparing materials and stories to share at a table at parent-teacher interview night	Lou, Katie, Roya	Planning early November 2015	Completed November 12, 2015	No cost.
Public Health presentations	-PHN presentations on connection between health & active transportation	Yan Fei	Welcome to Kindergarten night 2017	Spring 2017	
<b>Objective 3: To encourage more students to walk and bike to school</b>					
School routes mapping/postcards	-Produce maps of the area that highlight the popular routes for walking. May also indicate spaces encouraged for parking. -Determine with committee what those routes are.	Katie lead Support from TCDSB Planning, parent council, police, parking enforcement	Start research/planning February 2015	To be printed for Fall 2017.	Printing costs. (Toronto Student Transportation Group is doing the printing in house for us).
School Assembly	-Annunciation already has monthly assemblies led by students. -The Student Club being created could be responsible for an assembly, or small presentations could be incorporated into each assembly.	Student Club	Start planning March 2015	Complete (combined with Walk & Roll to School Day 2015)	No cost.
Cycling athlete presentations	-Have an athlete to inspire students to get into cycling.			Completed March 27, 2017	
Steps across Canada map	-Borrow pedometers from library or TDSB to log # of steps taken to increase interest and show the steps travelling across Canada. -Or if not pedometers, estimate km. -Tie into June walk day.	Teacher TBD Katie and PHN support	June 2015	Map sent to school November 8, 2016.	No cost – maps provided by Green Communities through school board.
New bike rack	-Place in front of school	Adam through TCDSB, City of Toronto	April 2015	Received Fall 2015. Need to request for bike racks from the school board.	No cost (donated by City from Pan Am)
Walking Award + Walking Wednesdays	-Competition between classes for highest % walking to school on Wednesdays (or some variation of this)	Teacher TBD, PHN, parents	Likely waiting until next school year		Provide prizes (one prize for winning class each month – prize could be something free, such as a casual day) and the Walking Award as the big end of year prize.

Action/Initiative	Tasks	Responsibility	Start Date	Status	Estimated Cost and Source of Funds, or No Cost
Communicate with Victoria and Ranchdale	-Share our ideas with them, suggest they promote the same special events.	PHN Support from school admin	TBD – wait until we have events/info to share.	Ongoing	No cost.
International Walk to School Day; Winter Walk Day	-morning announcements, flyer, day of stickers and bus students walking	Katie, Lou, Vern, Police	October 2015	Completed on October 26, 2015; February 2016. Ongoing	No cost.
Bike to School Week	-GTHA wide campaign; encourage biking to school and in neighbourhood; track participation	Lou, Katie		Complete for 2016. To take place in May – June 2017	No cost. (Tracking poster available by registering for Bike to School week.)
Bike Rodeo	-stations for learning signals, practicing skills	Toronto Police (Officer Neil and crew)	Scheduled for May 5, 2016	Postponed to Spring 2017.	
<b>Objective 4: To monitor effectiveness of initiatives and revise School Travel Plan annually</b>					
Monitor transportation mode	Conduct Follow-up Classroom Survey and iSchoolTravel Tool	Armi	November 2015	November 2015	No cost
Monitor behaviour changes	Conduct Follow-up Family Survey	Armi	Spring 2016	Spring 2016	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	Ongoing	No cost
Analyze and report on survey findings	Enter data, produce result graphs	Armi	Immediate	Ongoing; June 2016	No cost

### ***Ideas under Further Consideration:***

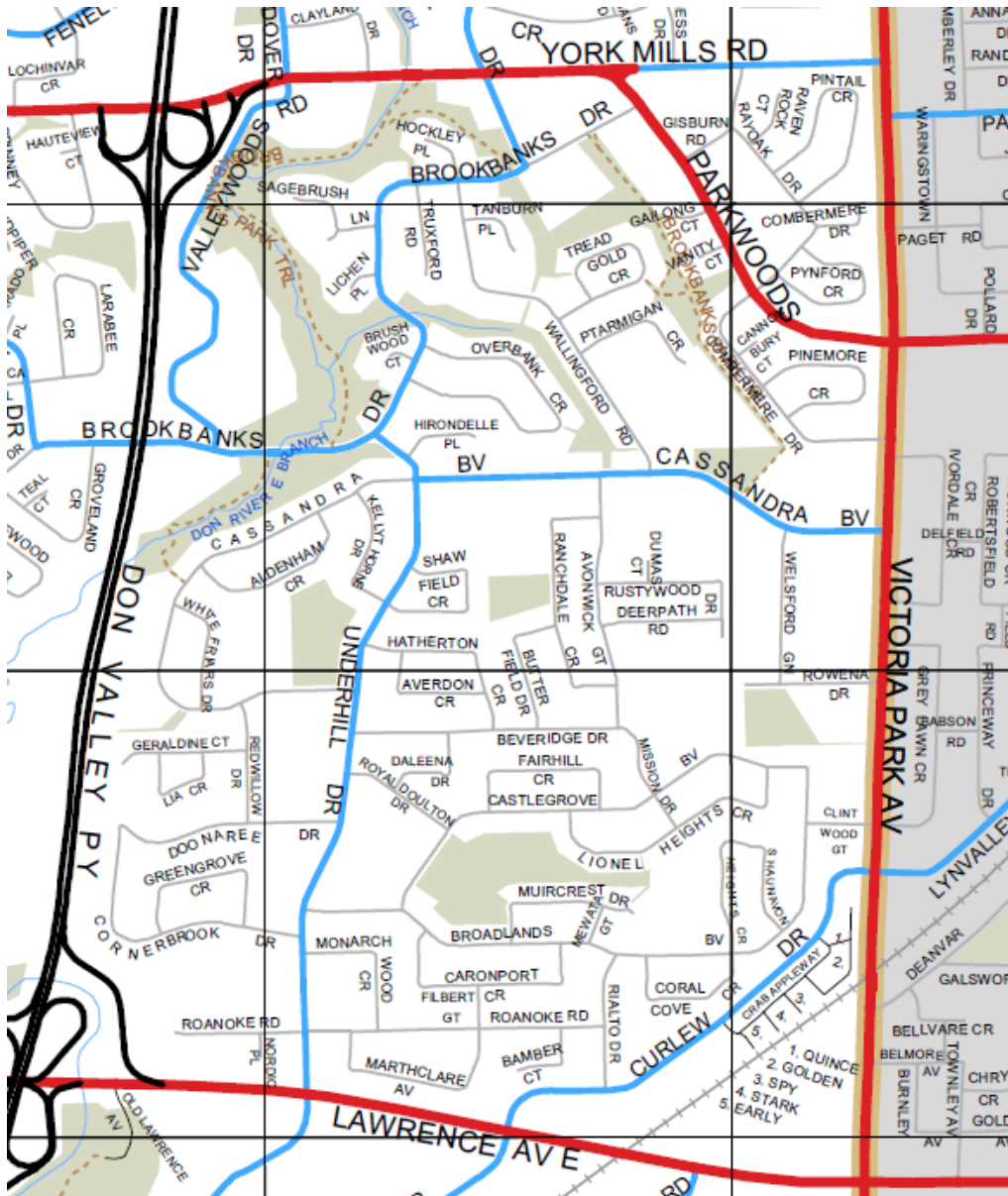
#### **Parking Lot Gate**

- Request sent to TCDSB Facilities. Adam met with TCDSB Facilities and requested for employee cards.
- It would be difficult to fundraise for this because parents would not want it.
- Annunciation CS staff are concerned that drivers may line up the gate and block traffic on Avonwick Gate. Moving the gate further down may require a reduction in the number of parking spaces.
- The school is open to having marquee signs (to display messages such as “choose to walk”) installed in a visible location near the parking lot or other alternative measures for reducing traffic in the parking lot.



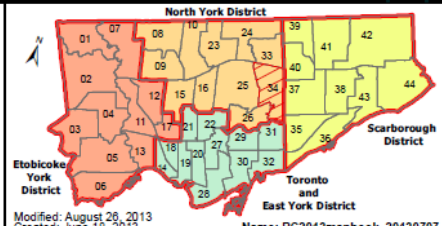
### Ward 34 Road Classification Map

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>



**TORONTO** Transportation Services  
**Road Classification System**  
 Adopted by City Council November 27, 28 and 29, 2012  
 Operational Planning and Policy Unit  
 Transportation Infrastructure Management Section  
 Transportation Services Division

Road Classification System		Physical Features	
	Provincial Expressway		River
	Toronto Expressway		Railway
	Major Arterial		Shoreline
	Minor Arterial		Trail
	Collector		Hydro Line
	Local Ward Boundary		Walkways
	Other		Parks & Recreation Area
	Laneway		
	Pending		
	Park Roads		
	Reserved Bus Lane		
	City Boundary		



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

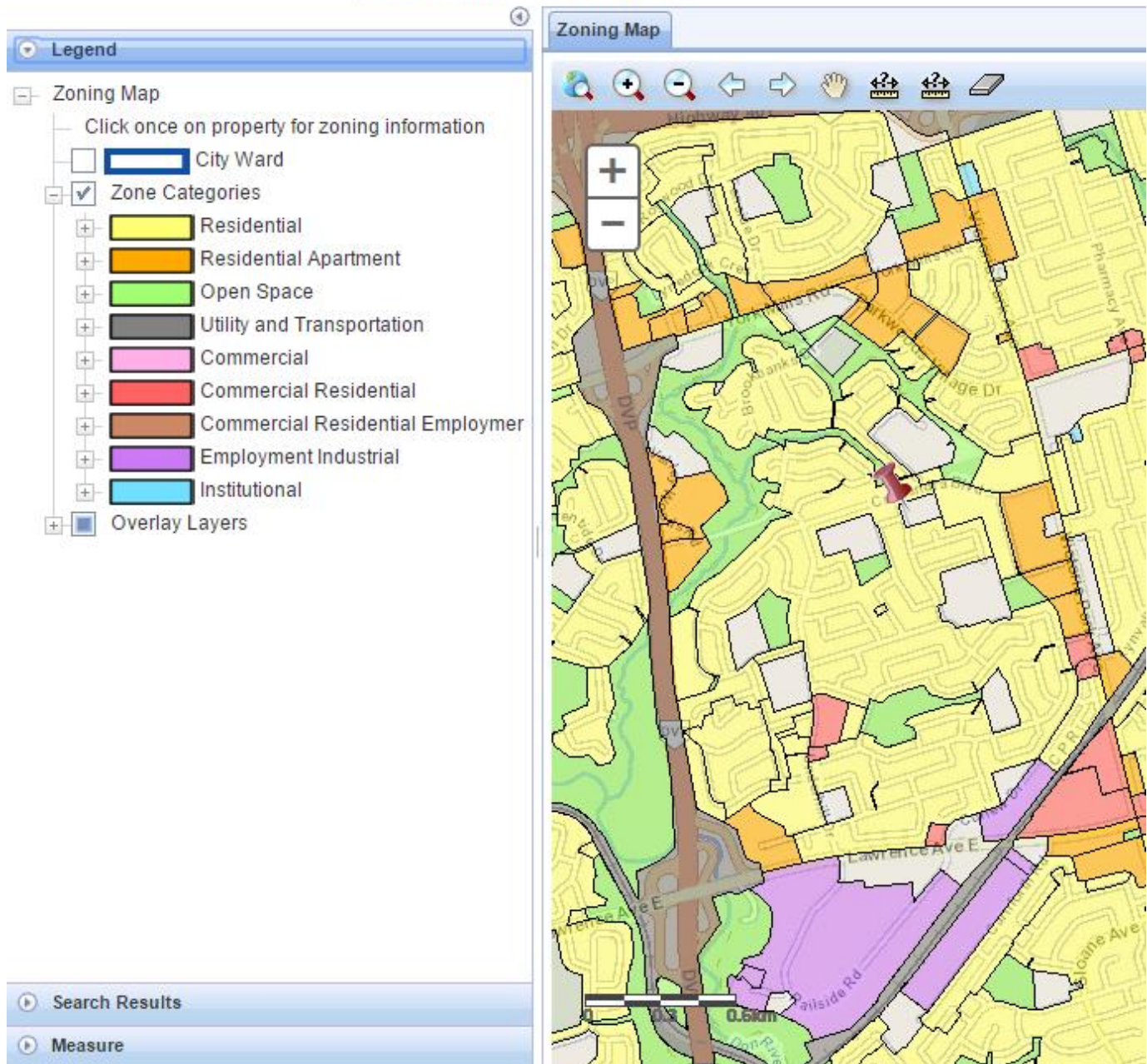
Source:

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

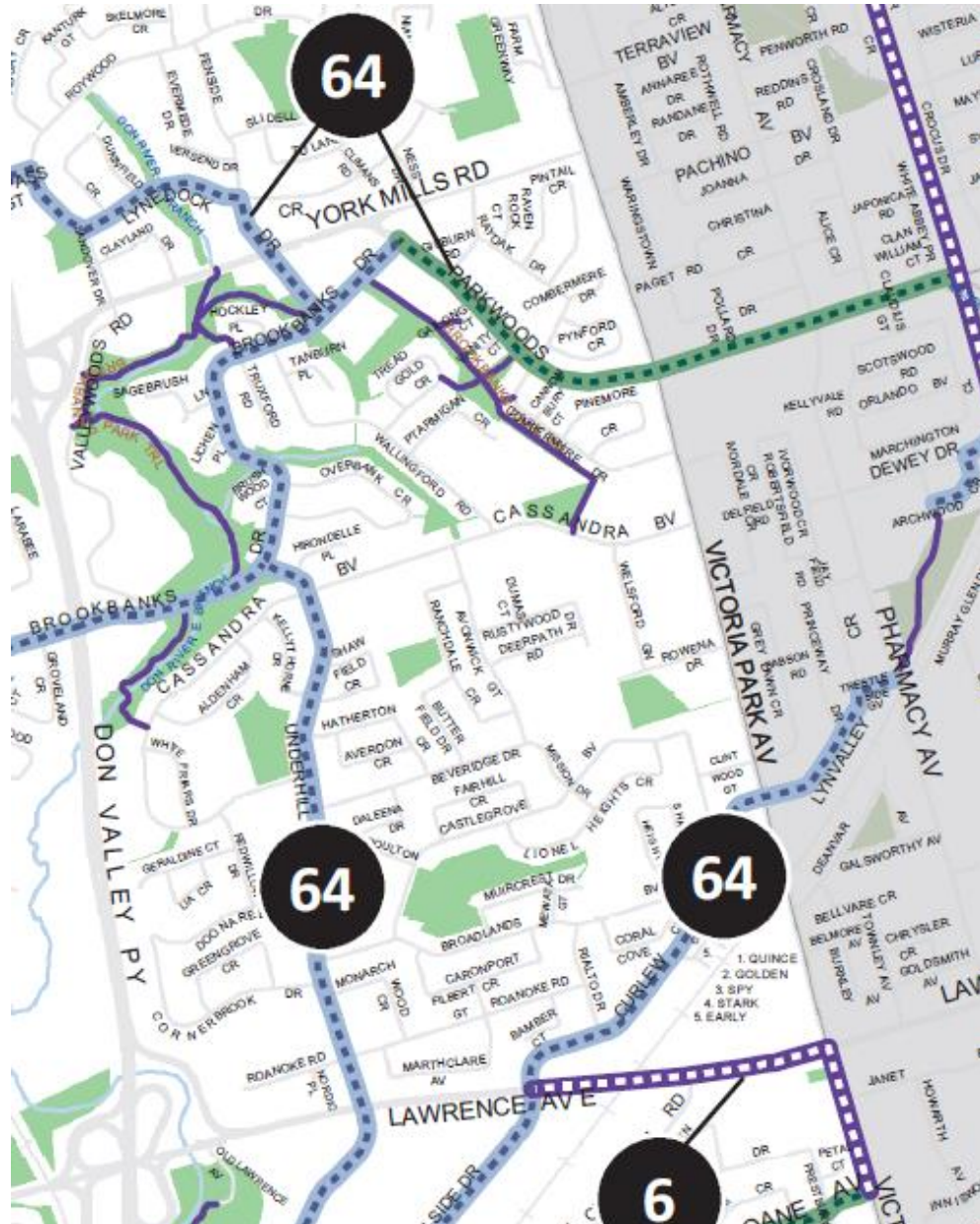


## Land Use Map

### Annunciation Catholic School



# Ward 34 Cycling Network Plan

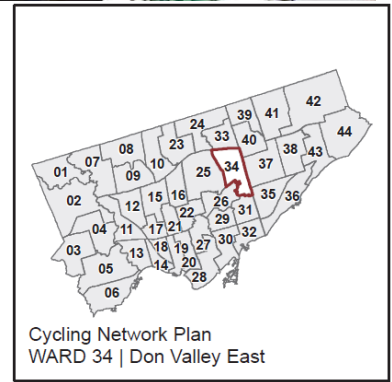


**Legend**

Cycling Network and Trails Plan	Existing Cycling Network
Bike Lanes   Cycle Tracks	Bike Lanes   Cycle Tracks
Trails   Boulevard Trails	Trails   Boulevard Trails
Quiet Street Routes	Quiet Street Routes
Tunnels and Bridges	
Major Corridor Studies	

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

0 500 1000 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](http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Cycling/Files/pdf/W/Map_2016_Ward_34.pdf)



## Resources

### City of Toronto Projects and Documents

City Cycling Network Plan

<http://www1.toronto.ca/wps/portal/contentonly?vnextoid=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?vnextoid=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](http://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>