

2016-2017 School Travel Plan

Rolph Road Elementary School

Year 3
2016–2017

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



Funding provided by:



Ontario



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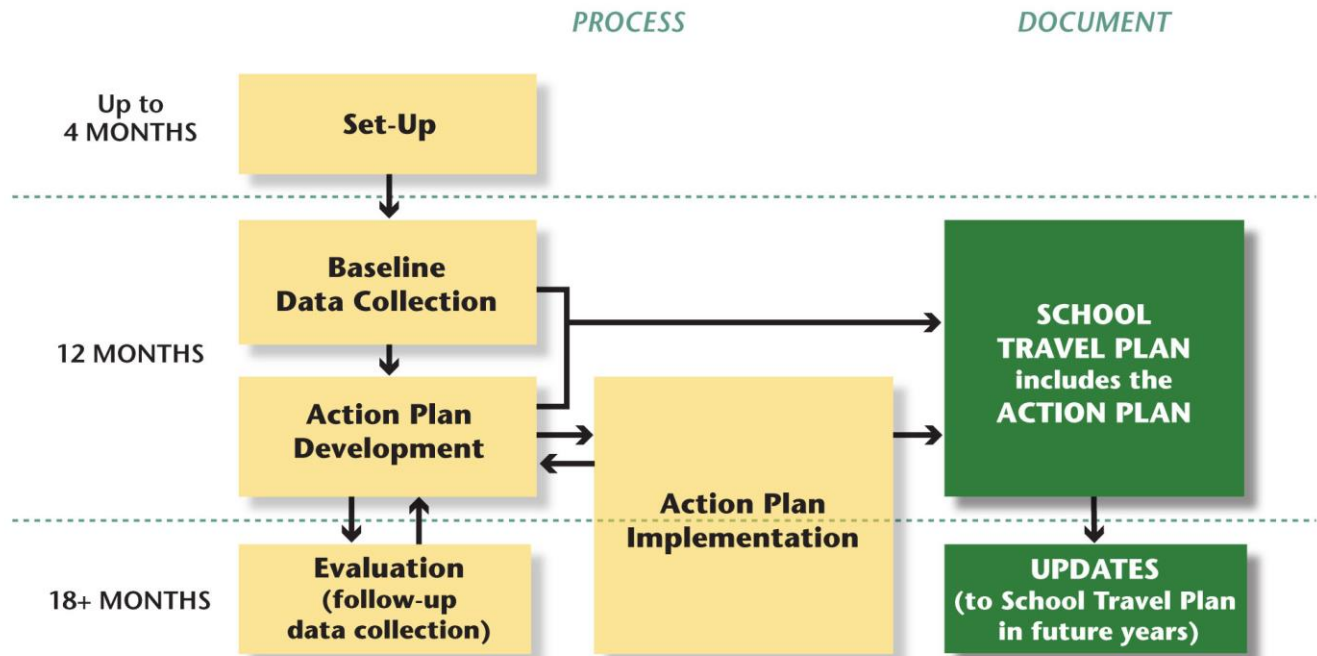
School Travel Plan

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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:

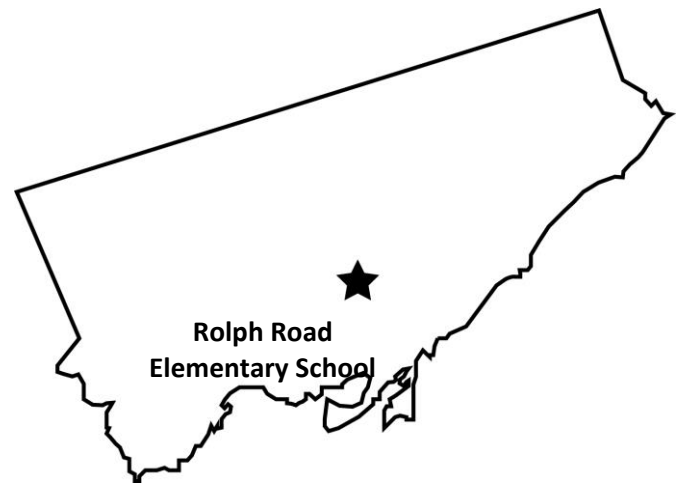
www.saferoutestoschool.ca

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

School Travel Planning at Rolph Road Elementary School

Rolph Road Elementary School was a participant in a larger School Travel Planning (STP) feasibility study, taking place over the 2014-15 and 2015-16 school years, in Toronto and Wellington-Dufferin -Guelph. The initiative has been 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).



Rolph Road Elementary 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	Rolph Road PS
School Type, e.g. public, separate, private	Elementary School
Age of School / Year Opened	1939
Name of School Board	Toronto District School Board
Number of Students	390
Number of Families	
Grades, e.g. K-6, K-8	JK-6
School Bell Times	8:40 Start, 3:30 Dismissal
Number of Parking Spaces, staff/visitor	8 visitor parking spaces, 21 staff parking spaces
Description of Location, e.g. city centre/suburban/rural	South Leaside: Inner suburb of the City of Toronto—East York, Ward 26
Is the school in a Neighbourhood Watch or Block Parent Community?	
% Bussed Students	None
Socio-Economic Description of Families	Upper middle income
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc.	<ul style="list-style-type: none"> • Independent daycare facilities • Folkfest club • Well-known music program <p>Other programs available at the school:</p> <ul style="list-style-type: none"> • Jewelry making • Chess • Ukulele • video game design • Cooking workshops • basketball • crafts • cartooning • teamwork club • guitar classes • soccer • softball
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"> • School is adjacent to Southvale Drive (a collector street) and a bus route (Sutherland Drive) • At the front of the school, numerous cars come to drop off the children. • There is an issue of double parking on Rolph Road. The Principal has asked the police to ticket cars for parking. • Issue of parents dropping off children in the staff parking area <ul style="list-style-type: none"> - The Principal allows parents with children in daycare to drop off their children in the staff parking area—these parents normally come in before school starts

	<p>- It is uncertain which vehicles are coming in for day-care drop-off</p> <p>Further details can be found in the Travel Challenges, Walkabout, and Student Walkabout sections.</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>At the start of STP, there was a Kiss'n ride at Hanna Road (vehicles are not allowed to drop off children on the south side of Hanna Road). This Kiss 'n Ride has been removed.</p> <p>There is a crossing guard at Southvale Drive.</p> <p>There are bicycle racks on the south side of the school near the entrance.</p>
Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs	Safe arrival program, Safety Committee
Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health	<u>IWALK program</u> (International Walk to School), Eco Schools, Eco Club, cross country running, imagination investigation, and leadership club, junior engineering using LEGO
Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)	<p>Rolph Road Runner http://rolphroadschool.com Contains weekly newsletters and other information.</p> <p>Twitter: @RolphRoadSchool</p>
Other Information	<p>There are usually ~65 students reporting that they got to school by car for each i-Walk data collection.</p> <p>It is especially difficult for children who have early morning sports practice to walk to school. Their parents drive them to school because they have heavy sports equipment. The school now has a carpool program to meet the needs of these students.</p>



*All photos in this report were taken by Armi De Francia unless otherwise stated and approved by School Principal Michael Kennedy.

Map of area covered by this School Travel Plan



School Travel Planning goals

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

Key goals for Rolph Road Elementary School

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

1. To decrease the number of vehicles on Rolph Road and the number of non-staff vehicles in the front parking lot during peak periods
2. To increase the number of students using active modes of transportation (walking and/or wheeling)
3. To ensure that all mode users respect traffic rules through
 - Raising awareness on traffic safety
 - Increasing enforcement
 - Working towards infrastructure improvements and/or maintenance

Action Plan Meeting Attendees

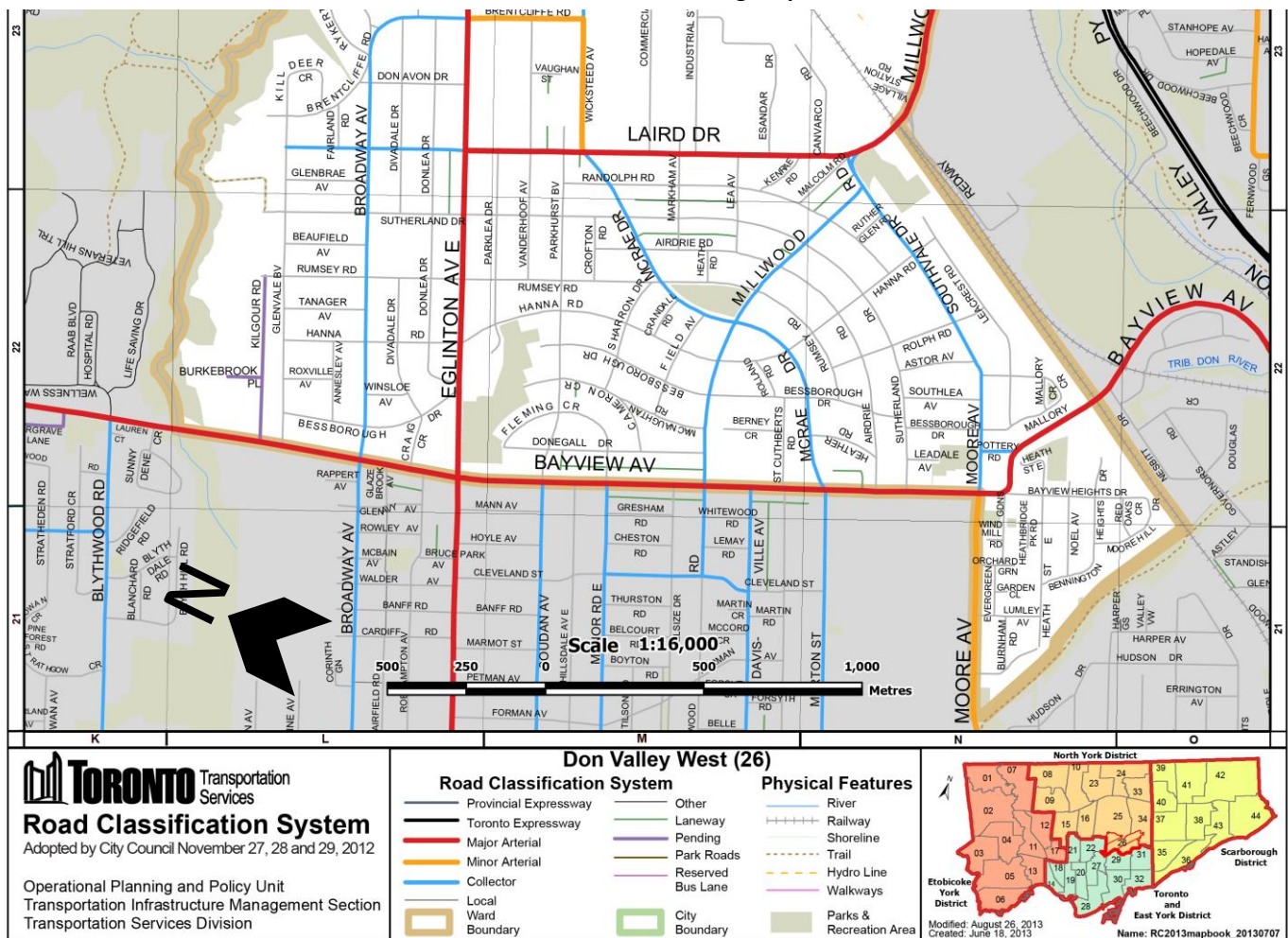
Michael Kennedy, Principal
Colleen Hill, Heart & Stroke Foundation
Sidra Rahimzada, City Transportation Services
Danny Dubiner, Rolph Road i-Walk Committee
Aey Dubiner, Rolph Road i-Walk Committee
Anusha Khan, Rolph Road Eco-Club
Armi De Francia, Green Communities Canada STP Facilitator

This section summarizes the key traffic issues around Rolph Road PS based on information collected from the stakeholder walkabout, the student walkabout, bikeabout, discussions with stakeholders, map analyses, and the research processes involved with formulating and implementing action plan items. The full action plan, which contains strategies targeting these issues, can be found in the Appendix on page 20.

Factors Influencing Traffic

As seen in the map below, most of the streets surrounding Rolph Road PS are local roads; roads that serve to provide access to property and that accommodate for less than 2500 vehicles daily¹. The school is adjacent to a collector road (Southvale Drive) and a bus route (88 South Leaside which runs along Sutherland Drive)². Collector roads carry up to 8000 vehicles per day³. They enable motorists to get to the major streets, Laird Drive and Bayview Avenue.

Road Classification of Streets Surrounding Rolph Road Public School



Source: City of Toronto Transportation Services (2012). Ward 26 Don Valley West Street Indices. <http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Road%20Classification%20System/Files/pdf/2012/Ward%20Maps/ward26.pdf>

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 NOTE: The Rolph Road Year 1 School Travel Plan says that Sutherland Drive is a collector road when it is actually a residential street. This error has been corrected in this School Travel Plan.

³ Ibid.

Both Sutherland Drive and Southvale Drive bring higher traffic levels at the intersections in front of the school. The traffic can be exacerbated by parking. There are two lanes on Sutherland Drive and on Southvale Drive. Parking is allowed on parts of these streets, creating a narrow way for other vehicles (including buses and waste collection trucks) to pass through. The resulting east-west traffic along the north and south sides of school property can make it difficult for elementary school students to cross these streets.



Sidewalks and Other Existing Infrastructure

Most students live within ~1km from the school yet there is a perception among parents that this may be too far for younger children to walk.

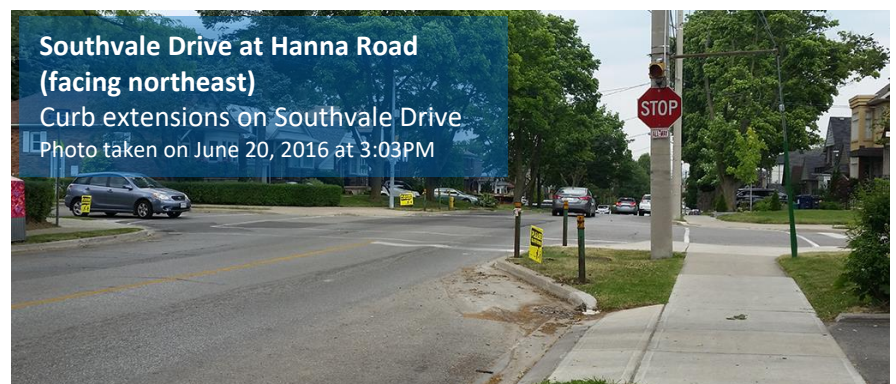
The map on the next page illustrates the available infrastructure for active school travel. Hanna Road, north of Sutherland Drive, and Rolph Road (except for the blockface in front of the school) have sidewalks only on one side.



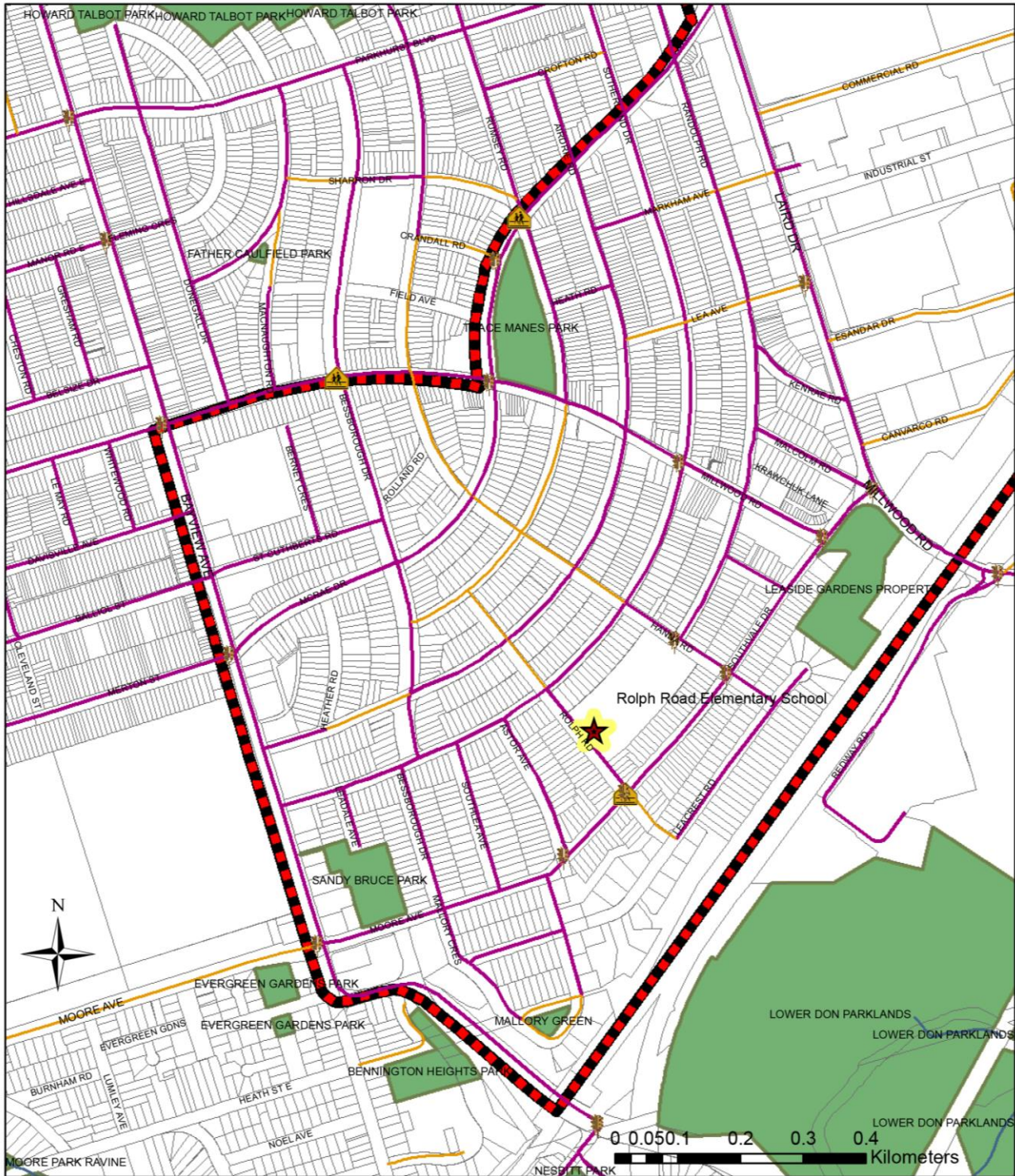
It would be useful to have sidewalks on both sides of Rolph Road and Hanna Road beyond the perimeter of the school since they connect students living on the east-west streets (particularly on Airdrie Road and Leacrest Road) to Rolph Road ES. Having sidewalks on both sides of Rolph Road and Hanna Road would create safe and functional routes that lead directly to the school.

All students are allowed to ride their bikes on the sidewalk since Rolph Road serves kindergarten to grade 6. In parts of the neighbourhood without continuous sidewalks, students may need to either bike on the road or cross the street if there is a sidewalk on the opposite side.

Traffic calming measures have been installed on Southvale Drive at Rolph Road and at Hanna Road prior to the start of the STP project. There are a couple of curb extensions on the northwest and southeast corners of the intersection. Street parking is available behind these curb extensions. There are also flashing red lights at this intersection for traffic along Southvale Drive.



Rolph Road PS Crossing Guards, Traffic Lights, Sidewalks



Legend

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

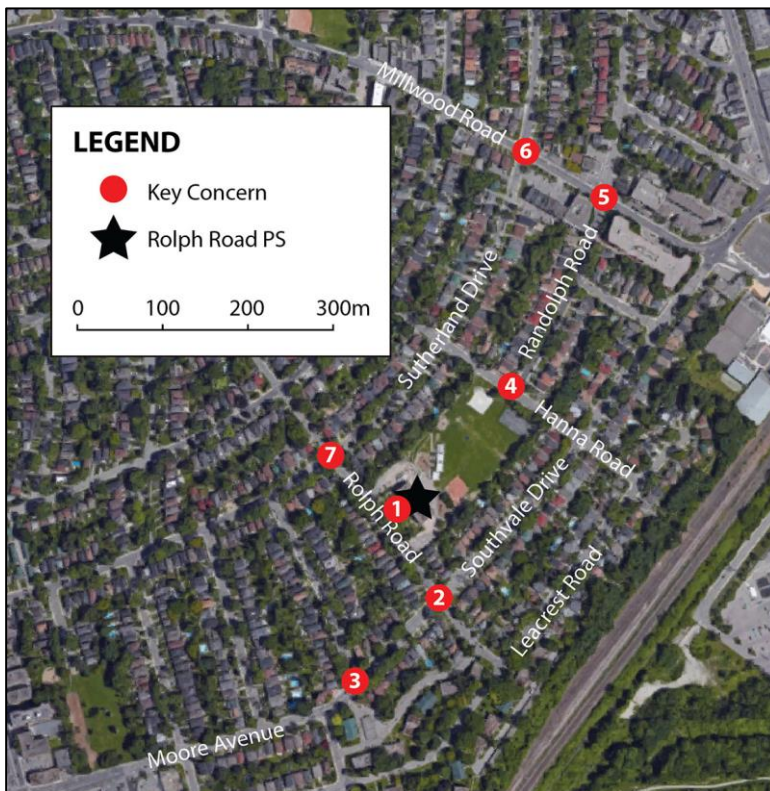
Resulting Issues

For the students who live on streets that do not connect directly to Rolph Road PS, the location of collector roads and walking infrastructure makes it less safe for them to walk along the more efficient routes to school and less efficient for them to walk along the safer routes to school. In other words, students living on smaller streets that do not connect to the school, typically those that run east-west, are often left with two choices when using active transportation to get to school:

1. Take a faster, less safe (sometimes risky) route or
2. Take a slower, safer route and potentially be late.

Both the stakeholder committee walkabout and the student walkabout revealed that the placement of four-way stops, flashing lights, curb extensions, and a crossing guard did not necessarily improve the safety or the convenience of walking to school (see walkabout section). Driving rules are not always respected and areas with better walking infrastructure (sidewalks on both sides, traffic lights) are out of the way for some students.

KEY TRAVEL CHALLENGES



3 Mallory Crescent and Southvale Drive/Moore Avenue

- Collector road, higher speeds
- Nowhere for pedestrians to cross

4 Randolph Road and Hanna Road

- Alternative drop-off point to Rolph Road
- Perception that it is too far from the school building even though it takes less than six minutes to walk from there to the school building (see Walkabout Findings and Student Walkabout Findings in the Year 1 School Travel Plan)

5 Randolph Road and Millwood Road

- Lots of students go to the Macs store on the northwest side. Now there are stop signs to stop traffic on Millwood Road
- Traffic increase on Millwood Road: Drivers use Millwood Road to get out of traffic on Bayview Avenue. Bayview Avenue has currently been more congested due to the construction of the Eglinton Crosstown LRT.

6 Sutherland Drive and Millwood Road

- Lights controlling traffic on Millwood Road stay green for a long time and do not always change.

7 Sutherland Drive and Rolph Road

- Drivers do not always stop
- Used by students and transit users
- Need to make it clearer that kids walk here

1 Rolph Road

- Narrow two-way street
- Parking allowed on west side
- Double-parking, idling

2 Rolph Road and Southvale Drive

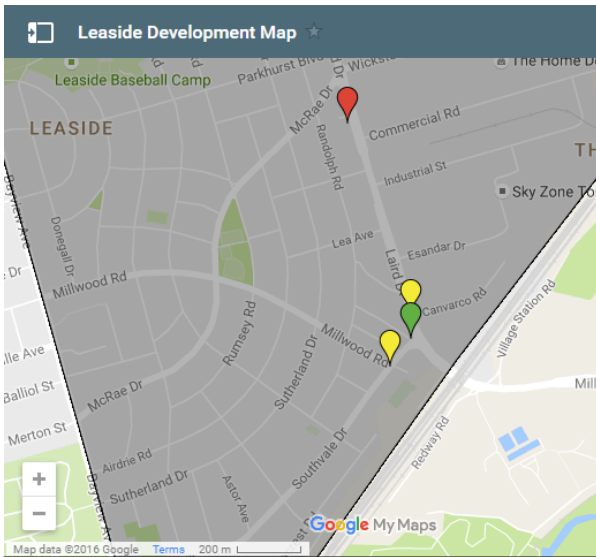
- Drivers do not always stop despite the existing curb extension
- Collisions have occurred here in the past (see Student Walkabout Findings in the Year 1 School Travel Plan)



New Development

Near the school are development projects for residential and mixed-use buildings that are less than 10 storeys tall. These developments will influence traffic levels and the demand for walking and cycling infrastructure. One concern with these developments is the number of parking spaces since additional parking would attract more vehicles to the neighbourhood. Another concern is the number of units intended for family housing. Since the school is near capacity, incoming families with children may feel the need to drive their children to another school unless there is enough space at either St. Anselm CS or Bessborough Drive PS.

Retirement housing is more beneficial since it likely requires fewer parking spaces and may increase the demand for improved infrastructure for active transportation. Since retired seniors likely do not work and may lose their license due to medical conditions, they are less likely to drive on a regular basis. The retail available on Laird enables seniors to access a variety of services on foot, thereby decreasing the need to use a vehicle on a frequent basis. Moreover, seniors and children count more in traffic studies, increasing the demand for infrastructure better suited for active transportation.



(2016). "Interactive Map shows Development in Leaside". *The South Bayview Bulldog*. Available at <http://www.bayview-news.com/2016/01/interactive-map-shows-development-sites-in-leaside.html/>

Below is a brief summary of the development projects occurring within the school catchment area.

3 and 5 Southvale Drive⁴

Units: 98 residential (1-3 bedrooms)

- 1 eight-story residential building

Space/Use: 8,360m² residential gross floor area (GFA)

Parking Spaces: 97

Status: Under review

25 Malcolm Road (formerly 2 Laird Drive)⁵

Buildings: 1 seven-story building

Units: 78 condominium units

Space/Use: 7,375m²

Parking Spaces: 94 (79 for tenants, 15 for visitors)

Status: Under construction

33 Laird Drive⁶

Units: 12

Space/Use: 4389.07m² GFA foretail space

Parking Spaces: 110

Status: Under Review

220 McRae Drive and 327-329 Sutherland Drive⁷

Units: 9 (3+ bedrooms)

- 8 three-storey townhouse units
- 1 two-storey detached dwelling

Space/Use: 2072.71m² residential GFA

Parking Spaces: 11 (1 per unit, remaining for visitor parking)

Status: Approved

146—150 Laird Drive

Units: 284

- 1 eight-storey rental retirement building
- 1 seven-storey condominium targeted to seniors

Space/Use:

Parking Spaces: 177 underground

Status: Appealed to the Ontario Municipal Board

⁴ Director, Community Planning, North York District (2015). *3 and Southvale Drive—Official Plan Amendment and Zoning Amendment Applications—Preliminary Report* (Reference no. 15 150340 NNY 26 OZ). Available at <http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-82898.pdf>

⁵ Director, Community Planning, North York District (2013). *2 Laird Drive—Zoning By-law Amendment Application Request for* www.saferoutestoschool.ca

Direction Report (Reference no. 12 126026 NNY 26 OZ). Available at <http://www.toronto.ca/legdocs/mmis/2013/ny/bgrd/backgroundfile-61082.pdf>

⁶ Director, Community Planning, North York District (2015). *33 Laird Drive—Official Plan Amendment, Zoning Amendment Applications—Preliminary Report* (Reference no. 15 222354 NNY 26 OZ). Available at

<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85149.pdf>

⁷ Director, Community Planning, North York District (2014). *220 McRae Drive and 327-329 Sutherland Drive—Zoning By-law Amendment Application—Final Report* (Reference number 13 190357 NNY 26 OZ) Available at <http://www.toronto.ca/legdocs/mmis/2014/ny/bgrd/backgroundfile-71681.pdf>

Leaside Property Owners Association (LPOA) Meeting on Traffic Calming Ideas

On March 8, 2017, the Leaside Property Owners Association hosted a community meeting on traffic calming for South Leaside Residents (those living south of Eglinton) where they presented a draft traffic calming plan.

Gene Chartier from Paradigm Transportation Solutions presented traffic calming options for the neighbourhood. The plan proposes to create raised crosswalks or raised intersections at the intersections of Southvale Drive and Rolph Road, at Hanna Road and Southvale Drive, and on Sutherland Drive and Hanna Road. It also proposes to put speed cushions along Sutherland Drive in order to slow down speeds while allowing for the 88 bus to get through.

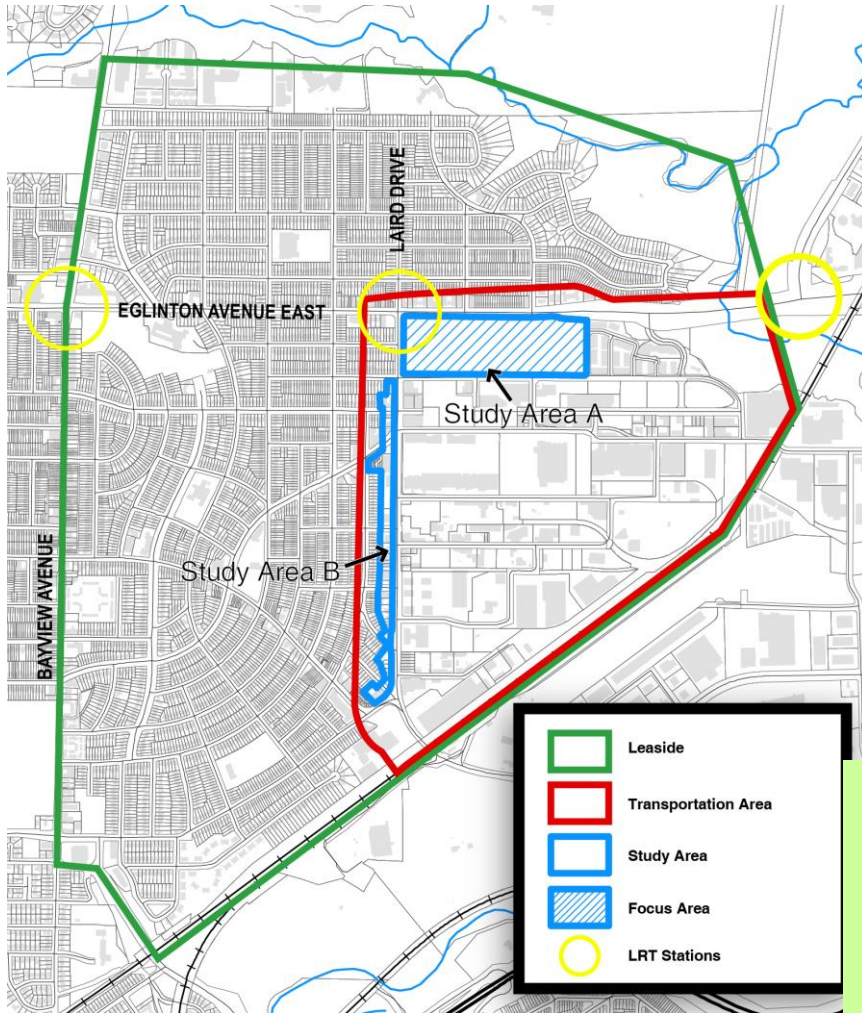
LPOA is currently gathering feedback by collecting surveys among surveys. They will refine the traffic calming plan after reviewing survey results.

South Leaside Traffic Calming Plan



Image Source: Leaside Property Owners Association (March 10, 2017). "Leaside Traffic Calming Survey". Available at <http://lpoa.ca/leaside-traffic-calming-survey/>

Laird in Focus



Source: City of Toronto (2016). Laird Focus Area. Available at <http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Community%20Planning/Files/images/L/Laird%20in%20Focus%20-%20LairdandLeasideMap-01%20Aug%2017.jpg>

The intersection at Laird Drive and Eglinton Avenue is one of the locations where an LRT stop will be constructed as part of the Eglinton Crosstown Project by Metrolinx. This intersection has also been identified in the Eglinton Connects Planning Study by the City of Toronto as one of the six Focus Areas along Eglinton Avenue that can take up future population and employment growth. Laird and Eglinton is listed as one of the focus areas requiring additional study and consultation. To carry out this project, the City of Toronto has been working with the Planning Partnership, Steer Davies Gleave, SCS Consulting Group, and ERA Architects.

This plan may address some of the concerns related to the anticipated increase in traffic from new development. It can also contribute towards enabling active transportation.

Project Consultation Timeline

- November 2016 Community Engagement Launch (intended for identifying the issues)
- March 2017 Transportation Summit (Visioning process among selected stakeholders)
- May 2017 Consultation for feedback on design (3 alternatives for each study area)
- Fall 2017-Winter 2018 Review of Final Design

Source: City of Toronto; The Planning Partnership; Steer Davis Gleave, ERA Architect, SCS Consulting Group Ltd (2016). Laird in Focus Community Engagement Launch. Available at www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/L/Laird%20in%20Focus%20-%20Community%20Meet%201%20-%20Presentation%20-%20Nov.%2030,%202016.pdf

Previous Efforts

Prior to the STP project, Rolph Road Elementary School took the following measures to improve the conditions in the neighbourhood for walking, cycling, and other active modes of transportation:

- Requested for a crossing guard at Rolph Road and Sutherland Drive around 2013 or earlier without success.
- Assigning two people on yard duty every morning yet parents still feel the need to park on the other side of the street and walk their child to the school building
- Implemented a Walking Wednesdays program with a golden shoe award, coordinated by the IWALK Committee

Year 1 Progress



Student Walkabout



Informing new parents



IWALK Treat for Parents



Visit from Councillor Burnside and the Police



IWALK Awards 2015

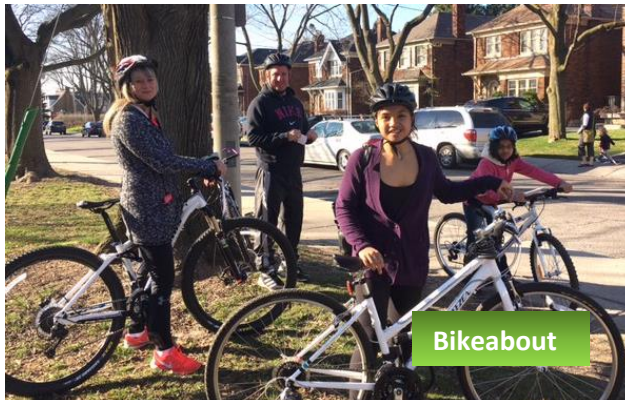


Four-Way Stop at Millwood Road and Randolph Road (previously a two-way stop)

Year 2 Progress



IWALK-IWHEEL 2015



Bikeabout



Additional Slow down signs



Indoor Cycling Workshop



Bike Rallies for Bike to School Week



IWALK Awards Ceremony

Photo Credits

IWALK-IWHEEL 2015: Susan Konigsmann

Bikeabout: Anusha Khan

Indoor Cycling Workshop: Shadab Shahrokh Hai

Bike Rallies for Bike to School Week Photo Credit: Susan Konigsmann

Year 3 Progress



Cycling Athlete Presentation



Eco Club tracking their IWALK results using bikewalkroll and the iSchoolTravel tool



Winter Walk Day 2017

Other Items

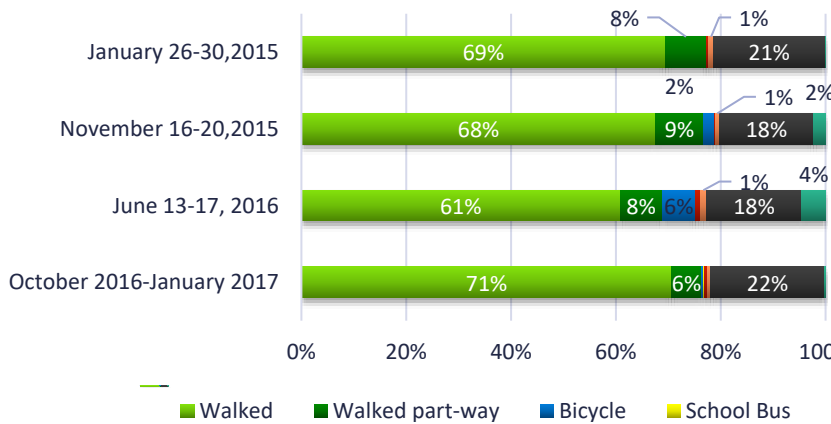
- Speed study on Rolph Road
- Repainted crosswalk lines throughout the neighbourhood

COMING SOON

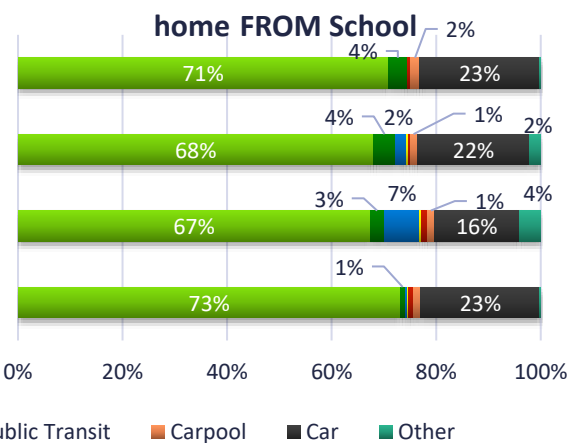
- Bike Rodeo
- School Bike Club
- IWALK-IWHEEL Awards ceremony
- EcoClub pavement mural project

Summary of Classroom Survey Results

How Rolph Road ES Students get TO School



How Rolph Road ES Students get home FROM School



Weather Descriptive (temperature, precipitation)				
Time Period	Baseline	Follow-up	2nd Follow-up	3rd Follow-up
Date	January 26-30, 2015	November 16-20, 2015	June 13-17, 2016	October 2016-January 2017
Average Number of Responses (TO school)	368.6	357.6	257.8	223.4
Average Number of Responses (FROM school)	364.4	328	202.2	218.8
Monday	Partly Cloudy, -13.5°C (-23°C with windchill)	Dry 12°	Dry (21°C)	
Tuesday	Partly Cloudy, -6°C (-12°C with windchill)	Dry 9°	Dry (23°C)	
Wednesday	Sunny, -12.5°C (-18°C with windchill)	Dry 15°C	Dry (23°C)	
Thursday	Cloudy, -8°C (-18°C with windchill)	Rainy, 15°C	Dry (25°C)	
Friday	Drifting snow, -9.1°C (-23°C with windchill)	Sunny, 3°C, low of -4°C	Dry (25°C)	

It seems that students are more likely to walk to/from school during the winter and more likely to bike or use other types of wheeling to get to/from school in warmer weather. Despite the variation in seasons during the data collection of the 3rd follow-up surveys, the percentage of students walking to school increased and so did the percentage of students being driven to school. This increase in driving may be attributed to an additional family driving their children to/from school.

How many students is that?

The tables below show the average number of responses for each mode of transportation for each day during the week based on the frequency of responses. At least 150 students walk to/from Rolph Road Elementary School.

How Rolph Road ES Students get TO school (daily average during the week)

	Walked	Walked part-way	Bicycle	School Bus	Public Transit	Carpool	Car	Other
3rd Follow-up	157.8	12.6	1	0.2	1.6	1.2	48.6	0.4
2nd Follow-up	156.8	20.6	16.4	0	2.6	2.6	47.2	11.6
Follow-up	241.8	32.2	7.6	0	0.8	2.6	64.4	8.2
Baseline	256	28.8	0	0	1.6	3.4	78.4	0.4

How Rolph Road ES Students get home FROM school (daily average during the week)

	Walked	Walked part-way	Bicycle	School Bus	Public Transit	Carpool	Car	Other
3rd Follow-up	160	2	1	0.4	2	3.2	49.8	0.4
2nd Follow-up	136.2	5.4	13.8	0.8	2.2	2.6	32.8	8.4
Follow-up	223	14	6.8	1	1.2	4.4	70.8	6.8
Baseline	258	13.6	0	0	2.2	6	84	0.6

Benefit-Cost Analysis (January–November 2015)

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

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

Cost of Year 1: \$9274

Benefits of Year 1: \$7361





School Travel Plan

Members and Endorsement

Committee members

Members of the School STP Committee

Principal: Michael Kennedy
Teacher Representative: Laura Becher
Parents: Susan Konigsmann, Anusha Khan, Tammy Doane

Members of the Municipal Stakeholder Committee, and advisory persons

STP Facilitator: Armi De Francia
Councillor Jon Burnside
Trustee: Gerri Gershon
Toronto District School Board Representative: Kristen Evers
Transportation Services Representative: Sidra Rahimzada
Public Health Nurse: Diane Litvack
Toronto Police Services Representative: Brenda Dolenc
Toronto Student Transportation Group Representative: Kevin Hogkinson

Endorsement

The School Travel Plan for Rolph Road Elementary School has been endorsed by Principal Michael Kennedy 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>



School Travel Plan

Appendix

Action Plan for Rolph Road Elementary School (Updated September 2016)

***Short Term (≤ 2 year) or Ongoing

**Long-Term (2+ years)

*Feasibility depends on future City of Toronto decisions

To be further discussed/revised.

Completed Items

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
Objective 1: To create clear and safe accessible routes to school for all modes of transportation						
School Travel Evaluation by Students	- Student Walkabout where students show areas of concern and high use***	Principal, Armi,	April 9, 2015	April 9, 2015	Printing costs (~\$0.04-1.00/page depending on colour, material, and number printed) for maps. School will provide cameras.	Completed April 9, 2015
Improve way-finding/navigation	- Put map of alternative parking areas*** in students' agendas on or near the coverage page	Principal will get information on available parking from Blythwood PS. Can also get details/data from the City. Request TSTG to create the maps using this data.			Printing costs (~\$0.04-1.00/page depending on colour, material, and number printed)	In progress: Data submitted to TSTG. Awaiting maps.
Infrastructure Changes on school property	- Fix existing signs on school property:*** • Slow down signs	Councillor Burnside		April 2016		50 slow down signs received April 18, 2016
Infrastructure Changes off school property	- Have a meeting to identify areas*** that would benefit from having traffic calming measures & request*** to have these done	Councillor Burnside	After Student Walkabout	Meeting done in June 2015	Cost paid for by the City	Stop sign installed at Randolph Road and Millwood Road fall 2015.

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
	<p>when roads are being rebuilt → implementation* .</p> <p>- Enquire about painting symbols for drivers on roads*. City signs are covered under City bylaws so this may be a long process – this would likely be a long process that could involve many Toronto schools; however, the school could potentially hang signs on the fences around the school.</p>	<p>Councillor Burnside, Live Green Toronto, Armi will create a draft petition, Anusha, Susan and Michael will review draft. Anusha will post petition on neighbourhood website.</p>		Summer 2017		<p>Councillor Burnside’s office looked into putting stop signs at Bessborough Drive and Moore Avenue. This was not feasible since it did not meet the warrant criteria.</p> <p>Draft petition made. To be released in a neighbourhood website for signatures.</p>
	<p>Investigate the possibility of installing more School Zone signs around the school, particularly on Southvale Drive, Hanna Road, and Rolph Road.</p>	<p>Armi will ask Transportation Services if this is possible.</p>	Spring 2016	Fall 2016		<p>Not feasible to install additional school signs. School zone signs can only be on streets abutting school property</p>
	<p>Review feasibility of prohibiting on Rolph Road from Southvale between Peak Periods (7-9AM)</p>	<p>Armi will ask Councillor Burnside if this is possible</p>	Fall 2016	Not feasible.		
Objective 2: To ensure that transport mode users who use and pass through the neighbourhood respect traffic rules						

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
Road safety lessons	- Have an Education Blitz with a presentation on pedestrian/cyclist safety***	School, Police, Public Health			No cost.	Police were at the school during the first couple of days of school as part of their back-to-school safety campaign called FOCUSED (Frequent Offences the Community and road Users See Every Day).
	- Inform parents of new Kindergartens of traffic rules around the school and of the dangers associated with disrespecting the rules***					Michael informed parents about the traffic rules around the school and dangers associated with disrespecting the rules at the parent orientation for the 2015/2016 school year.
	- Indoor Cycling Safety Workshop	GCC, CultureLink	Oct 2015	March 19, 2016	None	Complete: Workshop implemented in assembly format among grades 3-6 students in June 2016

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
Improved enforcement	- Have Councillor Burnside and police come to educate/chat with drivers during peak traffic	Councillor Burnside, Police	June 2015	Ongoing	No cost.	Completed June 22, 2015
	Meet with Toronto Police to discuss additional options for increasing police visibility at Rolph Road. Request for a crossing guard at Millwood Road and Sutherland Drive due to cyclist/driver conflict.	Armi Armi will look into the updated procedure for requesting for crossing guards.	Fall 2016	Spring 2017		No changes in the procedure for requesting crossing guards.
Objective 3: To increase the number of students using active travel to get and from school and decrease the number of vehicles						
Social events to incentivize parents to let their children walk to school	- Morning Coffee Social/Appreciation event for parents who walk their children to school to thank them for being an important part of the school's i-Walk Wednesday events and potentially to recruit Walking School Bus leaders*** - Get media coverage at the winter 2016 event	School, i-Walk Committee	May 2015	May 2015	Partner with Starbucks to provide coffee.	Ongoing
Organize wheeling events during and/or leading up to Bike-to-School Week and/or Bike Month (June)	- Organize a Bike Rally***	Principal will ask a teacher to lead this and will contact a cycling athlete who graduated from Rolph Road. Can reach out to Cycle 26 and the police.	June 2016	Ongoing?	Depends on partnerships and types of activities.	Complete: Two Bike rallies led by Campbell Bryson done during Bike to School Week 2016.
Objective 4: To monitor effectiveness of initiatives and revise School Travel Plan annually						
Monitor transportation mode	- Conduct Follow-up Classroom Survey***	School	October 2015	Ongoing	No cost.	Done for 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 ***	Armi, TSTG can provide maps		Ongoing	No Cost.	Done for 2016

Action/Initiative	Tasks	Responsibility	Start Date	Completion date	Estimated Cost and Source of Funds, or No Cost	Status
Analyze and report on survey findings	- Enter data, produce result graphs***	Armi	Fall 2015		No cost.	Done for 2016



Identifying Challenges and Creating an Action Plan

The Travel Challenges and action plan were informed by the walkabout, student walkabout, and bikeabout.

WALKABOUT

Date: Wednesday, January 28, 2015

Time: 8:30AM-9:50AM

Participants:

Jon Burnside, Councillor for Ward 26
Michael Kennedy, Principal
Danny Dubiner, Rolph Road i-Walk Committee
Aey Dubiner, Rolph Road i-Walk Committee
Robin Dickie, Head of Student Council/Parent
Sidra Rahimzada, City Transportation Services

Colleen Hill, Heart and Stroke Foundation
Sheila Dove, TDSB Transportation
Brenda Dolenc, Toronto Police Badge 10387
Jamie Bernier, Toronto Police Badge 9058
Armi De Francia, STP Facilitator

Additional information on the walkabout can be found in the Year 1 School Travel Plan.

STUDENT WALKABOUT PARTICIPANTS

Date: Thursday, April 9, 2015

Time: 9:20—10:20 AM

Participants:

Michael Kennedy, Principal
Danny Dubiner, Rolph Road i-Walk Committee
Aey Dubiner, Rolph Road i-Walk Committee
Anusha Khan, Rolph Road Eco-Club
Sam, Grade 6

Jack, Grade 6
Alex, Grade 6
Zara, Grade 4
Armi De Francia, STP Facilitator

Additional information on the student walkabout can be found in the Year 1 School Travel Plan.

BIKEABOUT

Date: April 18, 2016

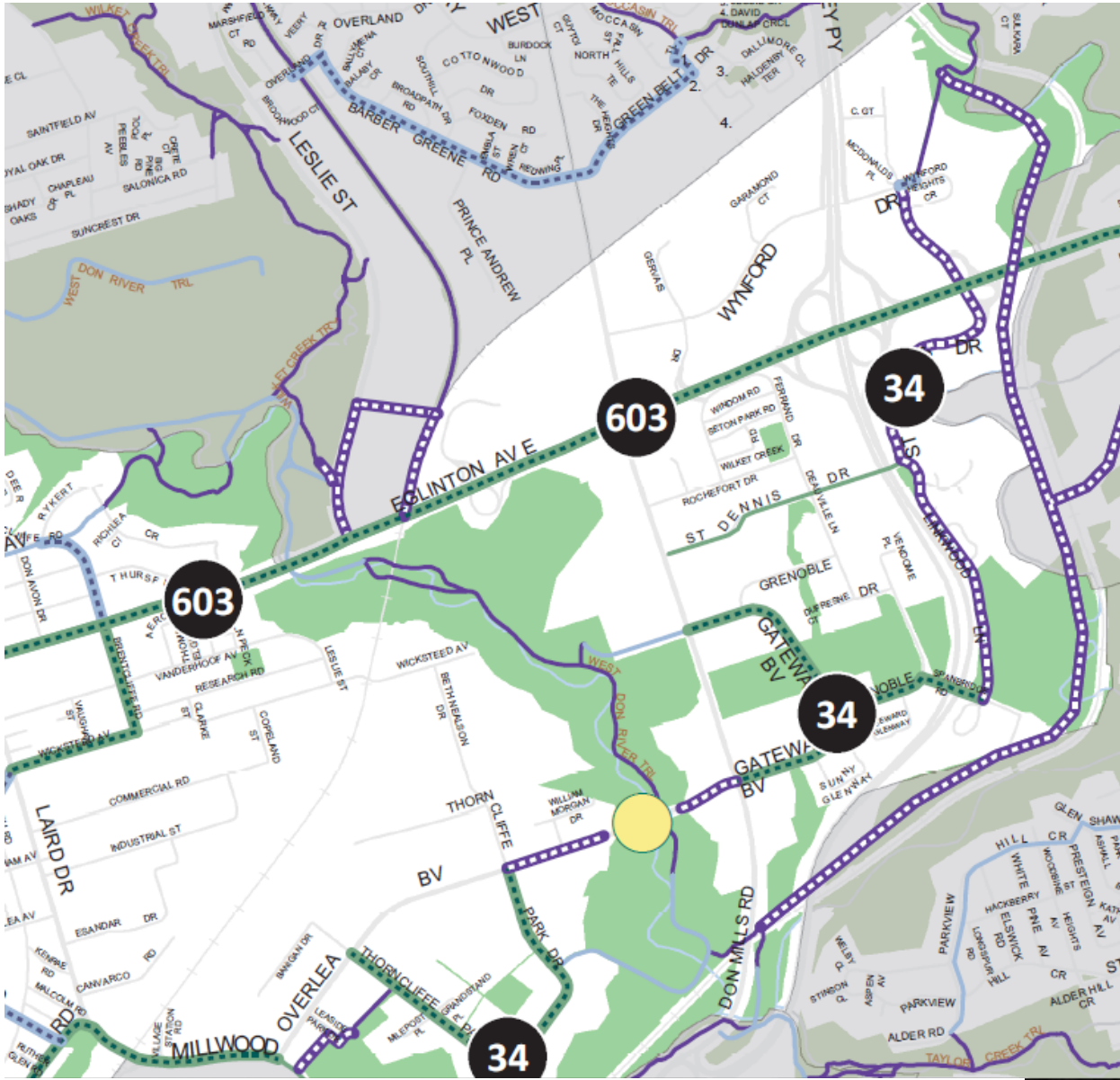
Time: 8:50-9:20 (Group Ride), 9:20-10:30 (Discussion)

Participants:

Michael Kennedy, Principal
Susan Konigsmann, IWALK-IWHEEL Committee
Anusha Khan, EcoClub Coordinator
Zara Khan, Eco Club (Student)
Armi De Francia, School Travel Planning Facilitator

Additional information on the bikeabout can be found in the Year 2 School Travel Plan.

City of Toronto Cycling Network Plan—Draft Map (Flemingdon Park and Thorncliffe Park)

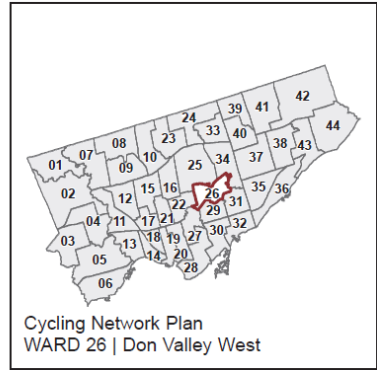


Legend

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

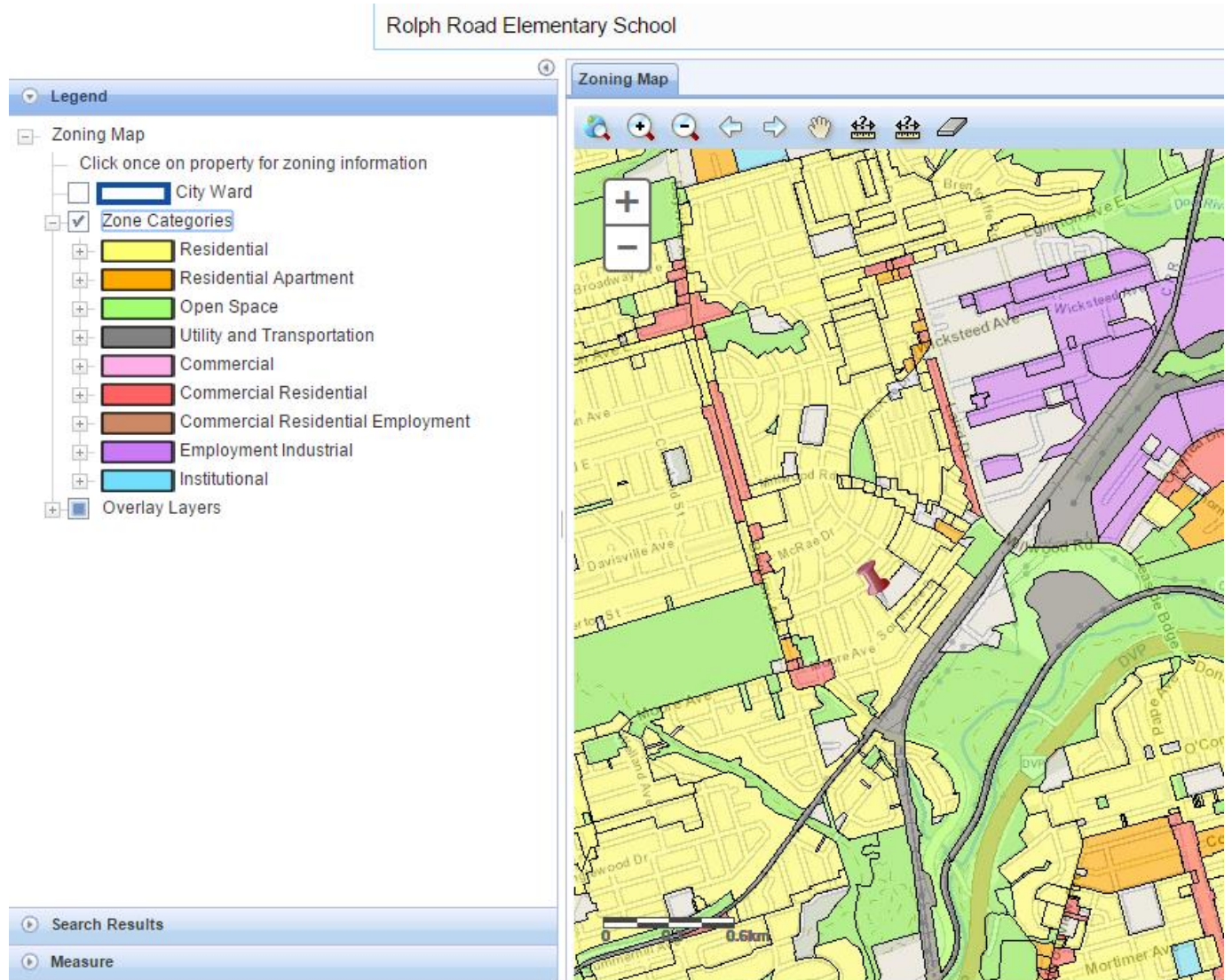
Data source: City of Toronto / IBI Group, 2016
 Projection: NAD 1927 MTM 3
 Date: April 2016
 Cartography: Vélo Québec

0 500 1 000 m



Land use Map

The thumbtack indicates the school's location



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

Idea Generating Process

IDEAS BROUGHT UP DURING THE WALKABOUT

Awareness Raising

- Provide pamphlets and newsletters on traffic safety, outlining safe routes for children to walk with maps showing safety zones (and alternative parking?)
- Organize neighbourhood walks with parents and teachers to show students the safe routes
- Have teachers remind children about traffic safety
- Organize a Walking Schoolbus

Enforcement

- Give fake tickets followed by enforcement (could have this with an infographic on active travel and traffic fatalities that is currently being developed by Metrolinx)
- Turn the area into a Community Safety Zone
- Reapply for a crossing guard once the two year period is done

Infrastructure

- Repaint the street marking
 - City is moving to cold plastic which lasts longer
 - Normally takes a few months to repaint but might take longer due to the backlog at the City from the Pan Am games
- Have the City review the signage at the school

TDSB Parking Lot

- Put stickers on the dashboard to identify parents of children in the daycare

IDEAS DISMISSED DUE TO FEASIBILITY

- Have students create street marking with chalk: the City will not maintain it
- Put stop-signs at Mallory Crescent and Southvale Drive/Moore Avenue
 - Too close to two intersections: one at Astor Avenue and another at Southlea Avenue
 - The westbound traffic is not stop controlled. Instead, westbound traffic stops at Astor Avenue, located 40 metres east.
 - Installing a stop sign at this intersection requires moving the existing stop sign at Astor Avenue to Mallory Crescent.
- Put stop signs at Mallory Crescent and Leacrest Road
 - Request made in 2016: This intersection did not meet any of the warrant criteria (collision history, total intersection vehicle volumes, vehicles/pedestrians crossing major road, percent of traffic on major road). Traffic counts can be requested every three years.
- No turns on Rolph Road from Southvale between Peak Periods (7-9AM)
 - Request to turn Rolph Road into a one-way street going southbound is not ideal because one-way streets are known for speeding up traffic.
- A traffic study was done on Rolph Road in March. There were only 1-2 cars speeding at the time which was not enough to meet the warrants.

IDEAS BROUGHT UP AFTER THE WALKABOUT

- Block off staff parking area after 8:30 through:
 - Using pylons
 - Creating a barrier made by benches and using the parking lot as extra play space → i.e. PARK-ing day
 - Having a giant sign made by students telling drivers to use Hanna Road instead
- Put raised pedestrian crossings or raised intersections (more expensive) along the perimeter of the school → need to consider drainage, warnings, curb ramps
- Create texturized Pedestrian Crossings
- Organize bike trains
- Organize outdoor morning hype-up activities or games by Hanna Road or give badges, stickers, stamps, or fake currency to students who get off at Hanna Road which they can collect to get prizes
 - Take away these for each time students driven to school arrive through Rolph Road?
- Put artwork on fence behind the school to make students want to enter through Hanna Road
- Put a garden behind in front of the fence facing Hanna Road that students can help maintain?
- Obtain supplementary school signage
- Create a neighbourhood gateway (landmark)
- Paint arrows on sidewalks that are along the safest routes to school (assuming the school funds and maintains it)
- Obtain permanent signage on Hanna Road to mark the Kiss 'n Ride area
- Have grade 6 leaders/monitors who walk younger students from Hanna Road to the school building

Useful Links

City of Toronto Projects and Documents

City Cycling Network Plan

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

Vision Zero

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

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

Ward 26 Road Classification Map

<http://www1.toronto.ca/City%20Of%20Toronto/Transportation%20Services/Road%20Classification%20System/Files/pdf/2012/Ward%20Maps/ward26.pdf>

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

Watch your Speed Program

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

Encouragement Events and Resources

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

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

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

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

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

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

Teaching Tools

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

<http://bikewalkroll.org/>

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

Tips for organizing successful Bike Rodeos

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