

Canadian School Travel Plan

Valley Park Middle School

September 2015 ~ Last Update: June 2016



Compiled by Katie Wittmann, School Travel Planning Facilitator, Green Communities Canada



Funding provided by:



The views expressed herein are the views of the Recipient and do not necessarily reflect those of our funders.

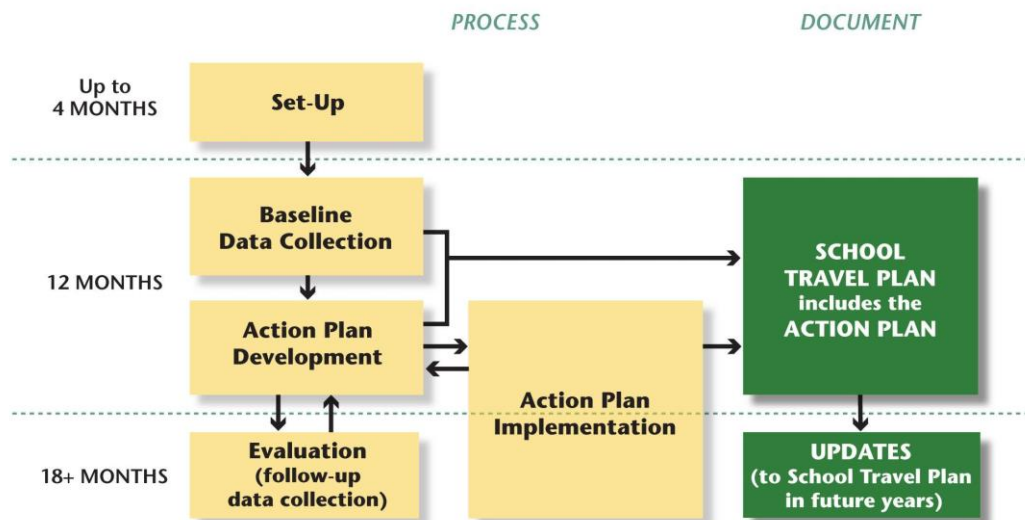
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About School Travel Planning

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 Feasibility Study for Toronto

Background:

Valley Park MS is 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 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).



Valley Park Middle School



About the School September 2015

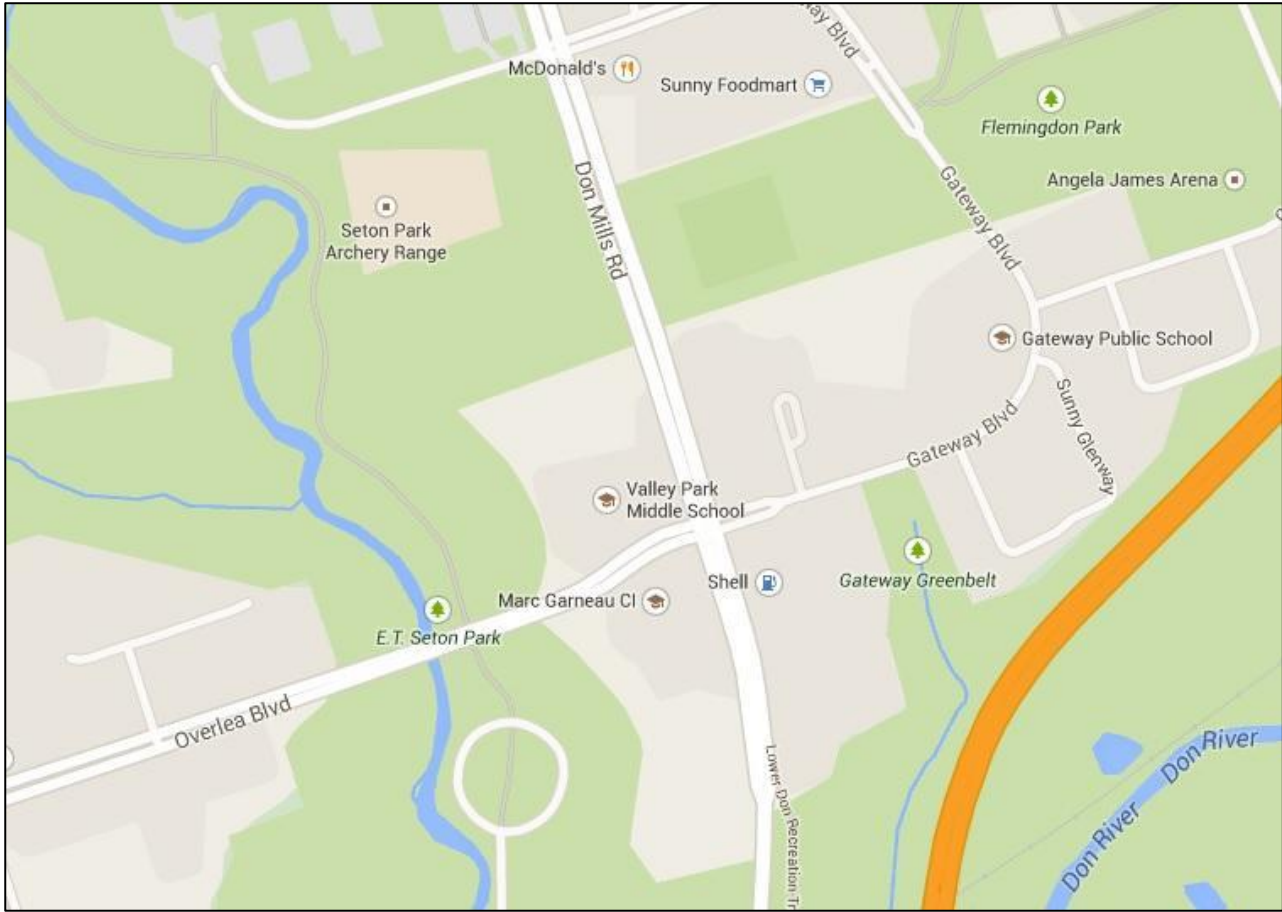
School Profile

School Name	Valley Park
School Type, e.g. public, separate, private	Public Middle School
Age of School / Year Opened	1963
Name of School Board	Toronto District School Board
Number of Students	964
Number of Families	Approx. 800
Grades, e.g. K-6, K-8	6 – 8
School Bell Times	8:45 am ; 3:00 pm
Number of Parking Spaces, staff/visitor	92 spaces – no designated spaces
Description of Location, e.g. city centre/suburban/rural	Inner-suburban
Is the school in a Neighbourhood Watch or Block Parent Community?	None
% Bussed Students	40%
Socio-Economic Description of Families	New immigrant; low socio-economic 55% of students live in lower-income households (Provincial average = 16.9%)* For 85% of students, English is not their first language *
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc.	Beyond 3:30 Extended French
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 – heavy, fast vehicle traffic on streets near school; High density catchment area 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	Bike racks School bus drop-off zone Public transit bus stop serving school

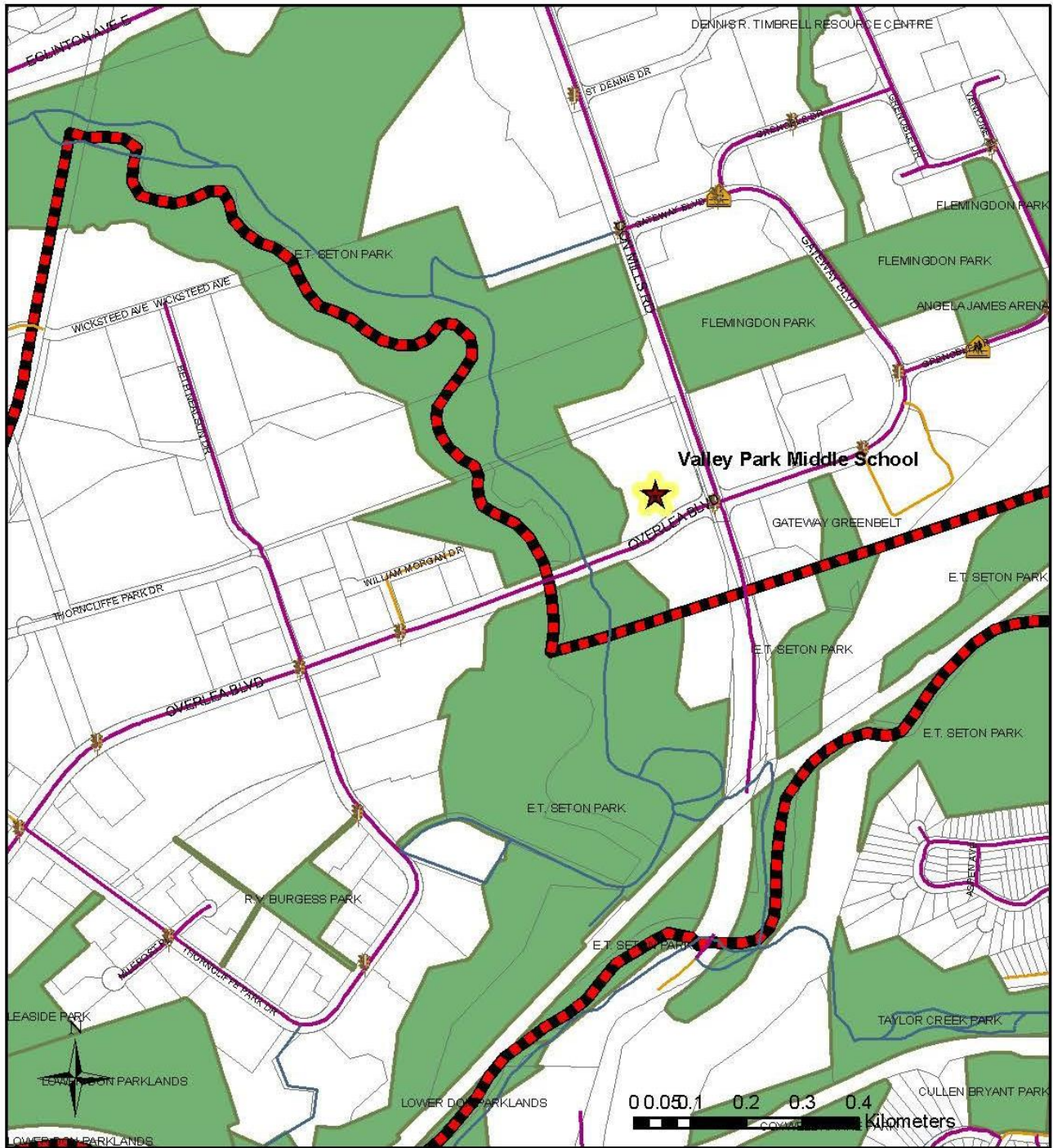
Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs	Police Officer School Liaison and programs (e.g. bike day) Distribution of public health materials
Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health	Eco Club
Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)	Parent council Newsletter Website Family email distribution list Parent volunteers for translation
Other Information	

***Statistics from Ministry of Education School Information Finder**

Map of area covered by this School Travel Plan



Crossing Guards, Traffic Lights, Sidewalks



Legend

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

Goals

School Travel Planning Goals

Throughout the STP process, stakeholders have identified the following goals for Valley Park MS:

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

Key Goals for this School

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

1. Educate students and parents on the importance of active travel for physical, mental and environmental health
2. Educate students and parents on pedestrian and cyclist safety, with the help of Toronto Police Services and Toronto Public Health
3. Improve safety of main intersection with features to slow vehicles and draw attention to pedestrians
4. Promote transit for students who live too far to walk or cycle

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

Travel Challenges Summary

This section presents the main travel challenges at Valley Park MS identified by the Walkabout with stakeholders in February 2015 and additional stakeholder meetings throughout the year. Please see the full Walkabout report in Appendix A for further details and the Action Plan in Appendix B for upcoming and existing actions intended to facilitate improvements.

1. **Busy school driveway – hectic interaction between buses, cars, pedestrians; vehicle congestion and blind corners**



2. **High traffic volume and high speeds on adjacent streets; insufficient signage and infrastructure for crosswalks and reducing speeds**



3. **Poor bikeability/unsafe conditions approaching school site and in much of the surrounding neighbourhood**
4. **Unsafe parent driver behavior – dropping students off in intersection, parking where they're not supposed to park, etc.**

Baseline Data Collection - Summary of Findings

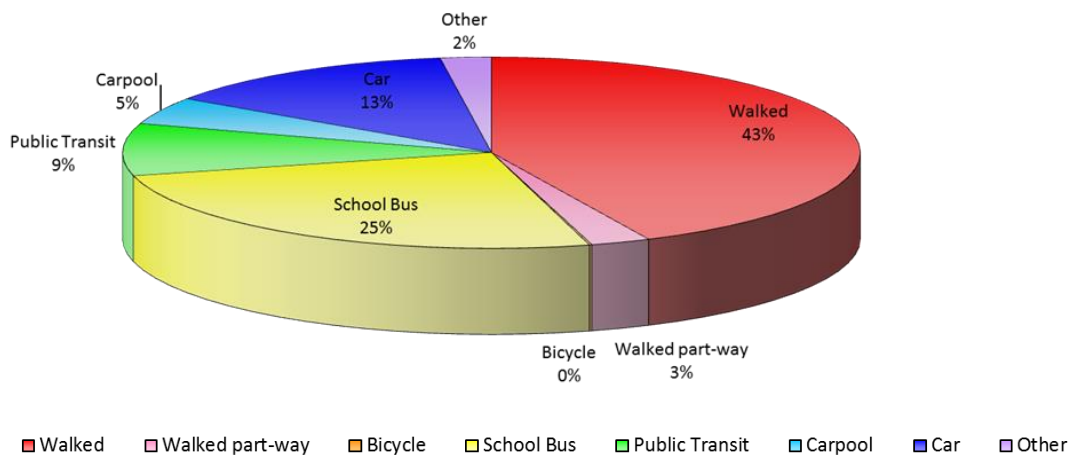
Student Classroom Survey Findings

Mode	Walk	Walk part	School bus	TTC	Carpool	Car	Other
TO	43%	3%	25%	9%	5%	13%	2%
FROM	53%	3%	24%	8%	3%	8%	1%

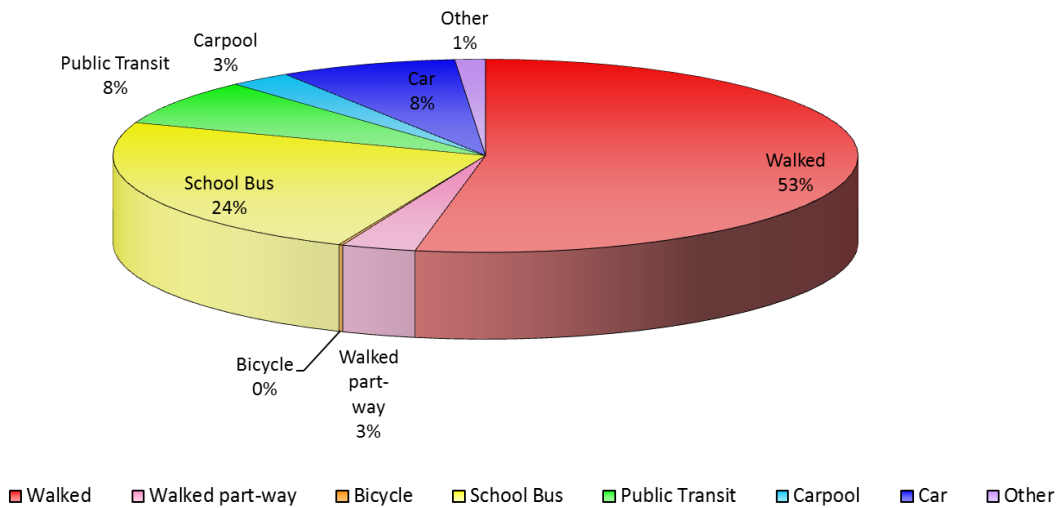
Weather (February 2 – 6, 2015)

Monday	Tuesday	Wednesday	Thursday	Friday
-13 snow	-5	-1 flurries	-13	-10

All classrooms: Student Survey Total Travel Mode to School Over One Week



All classrooms: Student Survey Total Travel Mode from School Over One Week



Implementation

Completed Action Plan Items

Crossing Guard at Don Mills and Overlea Intersection

- Now we have a much needed crossing guard at this major intersection! Became active in Spring 2015.

Walk and Roll to School Day 2015

- Participated in Spring Walk and Roll to School Day on May 6th with promotion, stickers, and raffle prizes.



Bike Rodeo 2015

- On June 9th, Valley Park held its first ever bike rodeo led by Officer John Tierney with support from the Eco Club teachers, School Travel Planning Facilitator, Public Health Nurse, and parent volunteers. For

their first ever bike rodeo, it was a huge success!



Bike Racks

- Additional bike racks were installed in Fall 2015.



Winter Walk Day 2016

- On February 25th, 2016 Valley Park celebrated Winter Walk Day with promotion, waterless tattoos, and a raffle for toques. Toronto Police attended to help monitor the main intersection and congratulate students on travelling actively. Later in the day, classes also had the opportunity to go on a winter walk into the valley. Mr. McDermott made a video of this special day:

<https://www.youtube.com/watch?v=DHeLFpIKwbQ>



Upcoming School Zone Safety Assessment

- Transportation Services has committed to a comprehensive study of the school area that considers pedestrian volumes, traffic flow, signage, etc. with recommendations for improving safety.

Bike Rodeo 2016

- Following last year's success, Valley Park held its second bike rodeo on May 27th, 2016. The STP Facilitator worked with the school, Toronto Police, Public Health, and TDSB Cycling Education program to set up a number of stations for students to rotate through. Thanks to the involvement of TDSB Cycling Ed, a special mechanics workshop station was available, and a number of helmets and bike bells were raffled off to participating students. It was a hot but wonderful day!





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

Evaluation

Student Classroom Follow Up Survey Findings

November 16th – 20th, 2015

	Walked	Walked part-way	Bicycle	School Bus	Public Transit	Carpool	Car	Other
TO	31%	10%	0%	23%	25%	2%	9%	0%
FROM	38%	8%	0%	20%	25%	2%	5%	1%

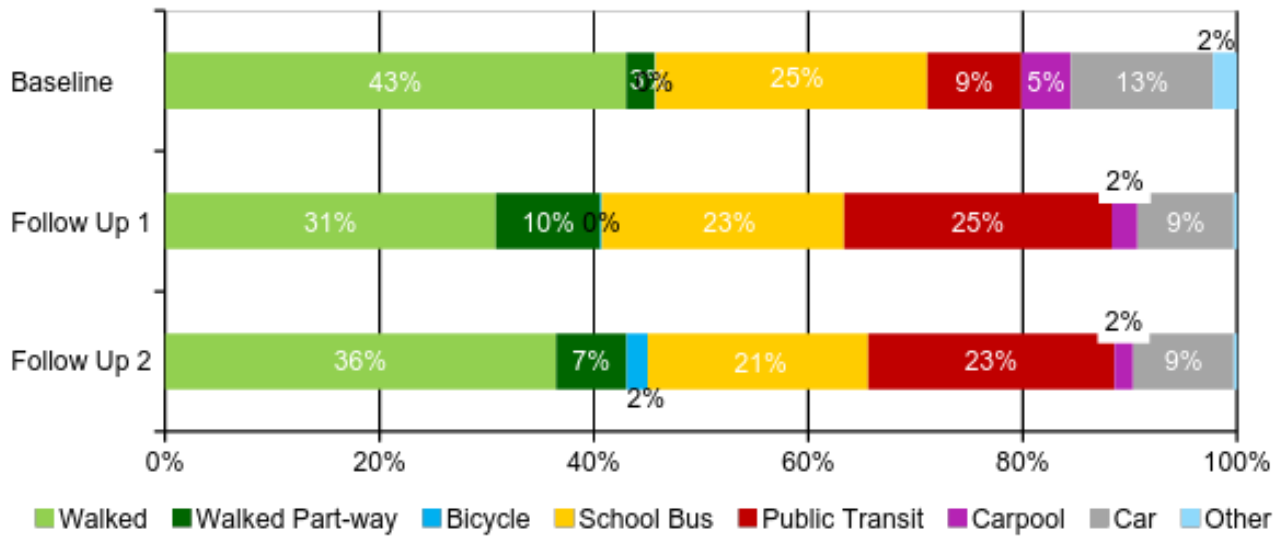
June 13th – 17th, 2016

	Walked	Walked part-way	Bicycle	School Bus	Public Transit	Carpool	Car	Other
TO	36%	7%	2%	21%	23%	2%	9%	0%
FROM	43%	7%	2%	19%	22%	1%	6%	0%

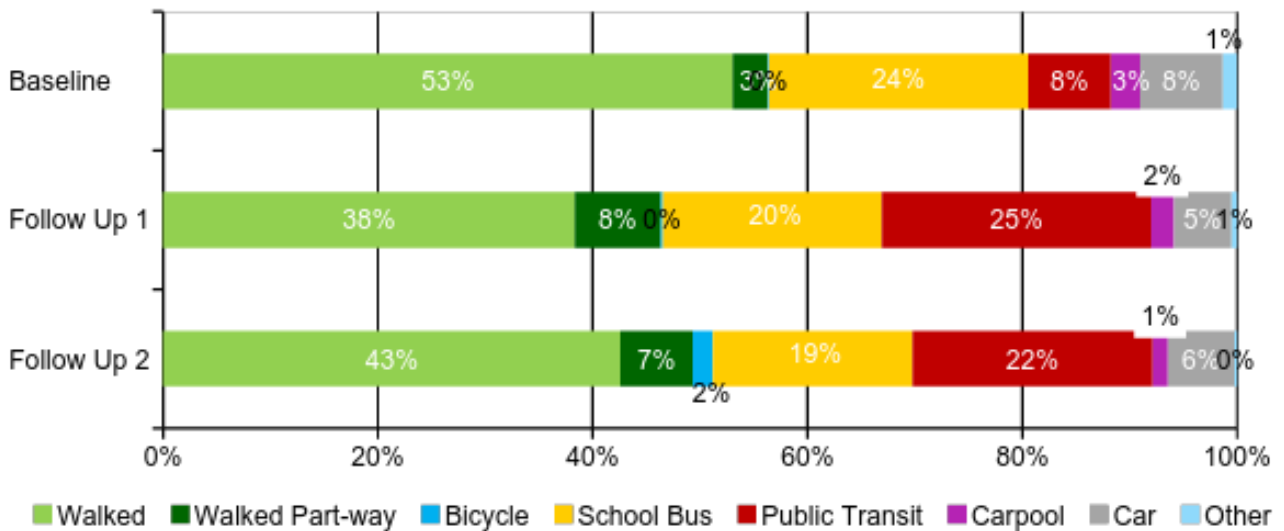
Survey Date	Weather				
	Monday	Tuesday	Wednesday	Thursday	Friday
February 2 – 6, 2015	-13°C, snow	-5°C, no precipitation	-1°C, flurries	-13°C, no precipitation	-10°C, no precipitation
November 16 – 20, 2015	12°C, no precipitation	9°C, no precipitation	15°C, no precipitation	15°C, rain	3°C, no precipitation
June 13 – 17, 2016	17°C, no precipitation	18°C, no precipitation	18°C, no precipitation	20°C, no precipitation	27°C, no precipitation

Comparing Results

Valley Park Total Travel Mode Share TO School



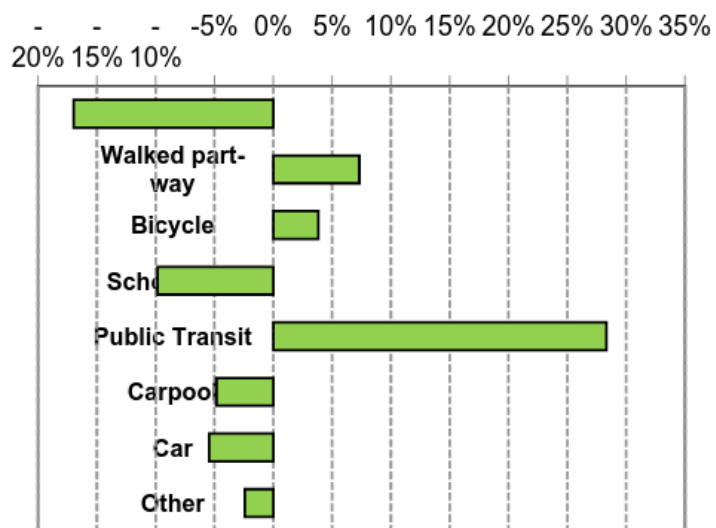
Valley Park Total Travel Mode Share FROM School



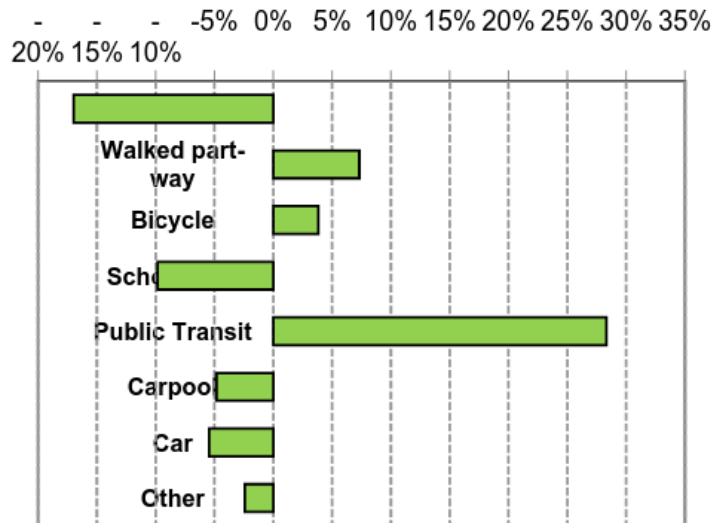
The classroom survey results for Valley Park Middle School are overall very positive. The number of single family vehicles driving to school has decreased, and the number of students cycling, walking part-way, and taking transit has increased. There was a significant drop in the number of students walking the whole way from baseline to the first follow up, which was largely due to many students switching to transit, which became free for students 12 and under. From the first follow up to the second, the number of students walking the whole way increased (still below the baseline, but not as substantial a gap as before). The cumulative results

from baseline to each follow up are as follows:

Change (Baseline - Follow Up 1)



Change (Baseline - Follow Up 2)



Benefit-Cost Analysis

The costs associated with the School Travel Planning project were closely monitored from Baseline (January 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: \$7,127

Benefit of travel mode shift: \$22,269



Members and Endorsement

Committee members

Members of the School STP Committee

Principal: Nickolas Steffanof (2014-2015); Kevin Battaglia

Vice Principals: Audra Morgan, Steve Steers (2014-2015); Hilary Farrell

Teacher Representative: Raj Puri and John Baetz

Parents: Aishah Sheri (also PAHL President)

Community Support Worker: Colleen Huggins

Students:

Members of the Municipal Stakeholder Committee, and advisory persons

STP Facilitator: Katie Wittmann (2014-2016)

Planning Department Representative: Ben Morell

Transportation Department Representative: Sidra Rahimzada

School Board Representative: Kristen Evers

Public Health Representative: Racquel Lahey (2014-2015); Angela Yeung

Toronto Student Transportation Group Representative: Robin Wilson

Elected Councillor: Jon Burnside

Elected School Board Representative: Gerri Gershon

Toronto Police Representatives: John Connolly, Anthony Foster, Joji Stalk, Greg Parliament, Dennis Chen

Others: Matt Worona (City of Toronto), Mikey Bennington/Car Martin (Toronto Centre for Active Transportation)

Endorsement

The School Travel Plan for Valley Park MS has been endorsed by Principal Kevin Battaglia 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:

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>

Appendix A: Walkabout Report

Schools: Gateway Public School, 55 Gateway Blvd, North York, Ontario & Valley Park Middle School, 130 Overlea Blvd, East York, Ontario

Date: February 5th, 2015

Time of Walk and Discussion: 8:15 am – 10:30 am

Participants: Patricia Sutherland (Principal, Gateway), Angela MacMillan-Suzuki and Avinash Mani (Vice-Principals, Gateway), Nickolas Stefanoff (Principal, Valley Park), Audra Morgan and Steve Steers (Vice-Principals, Valley Park), Jon Burnside (Councillor, Ward 26), Gerri Gershon (School Trustee, Ward 13), Robin Wilson (Toronto Student Transportation Group), Racquel Lahey (Toronto Public Health), Edmond Wu and Ben Morell (City Planning Division), Colleen Huggins (Community Support Worker), Aishah Sheri (President of ProAction Hockey League & parent), Mrs. Baig (community member), Anthony Forester, Matthew Vukovic and Joji Stalk (Police Services), Erin Wood (Sustainability Office, Toronto District School Board), Kristen Evers (EcoSchools, Toronto District School Board), Katie Wittmann (STP Facilitator, Green Communities Canada)

Walkabout

We met as a group inside the front entrance of Gateway PS, distributed maps and walkability check-lists, and introduced ourselves.



We then split into two groups to conduct the walkabout: one group focused on Gateway PS, the other on Valley Park MS. Appendix A shows the routes that were taken. The routes were chosen based on proximity to the school, where most students are travelling from, and the nearby intersections with conflicts/concerns. Along the route we noted any concerns or potential barriers to active transportation and student safety that we saw. In the section that follows there are a number of photographs taken during the walk that illustrate some of the concerns identified.



After the walk we regrouped at Valley Park MS to discuss neighbourhood concerns as well as issues specific to each school.

We also brainstormed potential solutions for the neighbourhood and schools, and learned from one another about existing programs, connections, and next steps. This report summarizes the walk and debrief, and will help inform the action plans we will soon be creating for Gateway PS and Valley Park MS.

Map of Identified Areas:





General Neighbourhood Concerns:

- High traffic volume and high speeds, heavy trucks
- Blind spots, jaywalking
- Insufficient signage for crossings, school areas, speed limits (signs often too small or non-existent)
- Lack of snow removal at crosswalks and on sidewalks, unsafe sidewalk conditions
- Poor bikeability – no bike lanes
- Parents dropping off students in intersections
- Short crossing times at intersections

Note: We did not reach '5/E' during the walkabout, but it has been identified as a dangerous area for jaywalking. Students from Valley Park cut across by the hydro field, rather than walking to the lights at Don Mills Rd and Overlea Blvd.




Details on Identified Areas:




Location	Notes	Photo
A		
<p>Front of Gateway PS</p>	<p>Potential for vehicle and pedestrian conflict; crossing time at intersection too short; blind corners; inadequate lighting at night/early morning. Positive: Crossing guard.</p>	
B		
<p>Gateway PS parking lot</p>	<p>Parents dropping off students in parking lot, not using designated drop off; buses fill drop off area; potential for vehicle and pedestrian conflict; not enough signs for stopping, idling, crossing.</p>	
B		




**Just north
of
Gateway
PS parking
lot on
Gateway
Blvd**

**Students jaywalking
across Gateway Blvd
from hydro field; blind
corners/spots created
by line up of cars
stopping.**



C		
<p>Gateway Blvd</p>	<p>Students jaywalking across Gateway Blvd to access gate to back entrance of Gateway PS; cars speeding. Positive: Crosswalk with crossing guard nearby (but many students will not walk the extra distance to cross here).</p>	
1/D		
<p>Don Mills Rd and Overlea Blvd</p>	<p>Busy intersection – high traffic volume and speeds; potential for vehicle and pedestrian conflict; parents letting students out of the car in intersection.</p>	
1/D		
<p>Don Mills Rd and Overlea Blvd</p>	<p>Crossing times are short for young children, families, and people with disabilities; no crossing guard; students often step into crosswalk when they have the green without checking for turning vehicles.</p>	

2		
<p>Front of Valley Park MS</p>	<p>Busy driveway – hectic interaction between buses, cars, students walking. (Some private buses organized by parents, due to safety concerns, drive students within the walking catchment area).</p>	
2		
<p>Front of Valley Park MS</p>	<p>Vehicle congestion; blind corners; complicated traffic flow; no safe space designated for pedestrians crossing – students weave between cars and buses.</p>	
2		
<p>Front of Valley Park MS</p>	<p>Positive: bike racks. (But only one is sheltered and they quickly fill up in warmer weather – need more).</p>	

<p>3</p> <p>E.T. Seton bridge</p>	<p>Lack of snow removal; dangerous sidewalk conditions; fairly narrow; not accessible for mobility devices (wheelchairs, scooters, walkers) or strollers in winter.</p>	
<p>3</p> <p>Just west of the bridge on Overlea Blvd</p>	<p>Jaywalking from residential area on south side of Overlea Blvd to north side just before bridge; high vehicle speeds.</p>	
<p>4</p> <p>William Morgan Dr and Overlea Blvd</p>	<p>Short crossing time for students; high vehicle speeds.</p>	

Discussion of Potential Solutions:

Neighbourhood

- Barriers to prevent jaywalking (e.g. along Overlea near William Morgan and Don Mills).
- Snow removal (call 311/engage City).
- Request crossing guards at problematic intersections. Don Mills and Overlea identified.
- Extend crosswalk times at lights.
- City-wide campaign to parents about safe stopping and driving around schools.
- Reduce speed limits (to 40 km/h and where possible 30 km/h).
- Better signage – flashing lights with speed limit signs during school start and end times.
- Identify bike routes and install appropriate signage.
- More space available for parking. (Vehicle parking? On street? On school site?)
- Toronto Public Health sits on community workgroup (Flemingdon Health Centre/TNO etc). TPH planning to connect with families via mosque for relationship building and information sharing.
- Walk with Councillor Burnside focused on accessibility for mobility devices and strollers.
- Clear lanes on roads.
- Wider sidewalks; higher railing on E.T. Seton bridge.

Both Schools

- Presentations and discussions led by community officers with parents and students on traffic, crossing, and safety reporting.
- Community police sharing more info to schools, parents, students re: programs available.
- Additional communication with parents.
- Public Health Nurse can work with student leaders and support Police Services' education sessions on pedestrian safety.
- School assembly on safety and active transportation.
- Bike rodeo (police services and PHN support).
- Walking events (e.g. Walking Wednesdays, Spring Walk Day, Winter Walk Day).
- Faux tickets with police (police stop cars, students give safety message).
- Walk a block program (identify streets farther away from school where parents are encouraged to drop students off to let them walk the last few blocks).
- Prizes/incentives and/or raffle for walking to school (e.g. 20 walks/month gets a water bottle).
- Students design artwork to add to street signage (e.g. below/beside school zone signs or speed limit signs if councillor approved, or on school property).

Gateway PS Specific

- Walking school buses.
- Crosswalk in front of Gateway gate opening .

- **Traffic arm (with pass/swipe to enter) to entrance of parking lot.**
- **Reduced speed on Gateway Blvd (to 30 km/h) and slowing lines on pavement.**
- **Larger 'no parking' and 'no stopping' signs.**
- **More staff/adult supervision during drop off/pick up.**
- **Longer times for the traffic light in front of Gateway.**

Valley Park MS Specific

- Supervision at bridge (2) and hydro field (1) – school administration or teachers.
- Crosswalk in school driveway.
- 40km/h on Overlea. Pair speed limits with pedestrian ahead/school zone signs.
- Traffic safety and awareness campaign.
- Better snow clearance on bridge.
- One way flow in driveway (?) (might create bigger problems).



www.valley@grimsom.com

Funding provided by:



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Appendix B: Action Plan

Action/Initiative	Tasks	Responsibility	Start Date	Completion date
Objective 1: To improve the safety of children on the active school journey				
Crosswalk in school driveway	Bring to TDSB Facilities	Nick Stefanoff; support from Board (Dave Hainey – Family Team Leader)	Immediately	
Crossing guard	Request crossing guard for Don Mills and Overlea intersection	Nick Stefanoff; Councillor; Toronto Police	Immediately	Spring 2015
Request extended crosswalk times at lights	Transportation Services study at William Morgan lights	Nick Stefanoff; Councillor Burnside; Sidra Rahimzada (Transportation Services)	Immediately (Sidra suggests June)	
Widen driveway	Decrease island; create designated waiting area	Nick Stefanoff; Dave Hainey	Immediately	
Request flashing lights above speed limit signs	To be flashing during school start and end times	Transportation Services; Traffic Management Centre; Councillor Burnside	Spring 2015	
Request reduced speed limits	Requires speed/volume studies	Sidra (Trans Services); need support from City and North York Council	Spring 2015	
School zone safety assessment	Studies to address feasibility of the above requests and identify alternative solutions	Transportation Services (Jack & Sidra)	June 2016	If no time in June, waiting for Sept 2015
Accessibility Walk with Councillor	Organize walk with Councillor Burnside focused on accessibility for mobility devices and strollers	Aishah; Support from Councillor Burnside, CSW, TDSB	March 2015	March 2015
Speed sign to show drivers their speed	Police can provide a sign for a week; place on Overlea (or Don Mills)	School admin let PC John Connolly or PC Tony Foster know when they'd like it set up	April 2015 (or combine with Faux tickets in May)	May 2015
City wide campaign about slowing down around schools	Connect with college or university program for development of message & materials	Gerri Gershon (school trustee) leading, need support from fellow trustees and city councillors; Matt Worona	April 2015	Ongoing
Presentations for parents	School to determine best timing/events (e.g. parent-teacher interview night)	PC Joji Stalk with Public Health support	April 2015 (TBD by school)	Ongoing
Faux tickets	Police stop cars, students give safety message	Contact John Connolly or Tony Forster (54 Div) to set	Planned for Fall 2016	

		up; support from Traffic Services		
In class safety education	Police and Public Health to present during class time	Contact John Tierney (54 Div); Public Health support	May or June 2015	Ongoing
Supervision at bridge and hydro field	At morning and afternoon peak times	Steve Steers and Audra Morgan	June 2015	Ongoing
Consideration of options to improve transit platform	With so many students taking TTC, loading areas now dangerous.	Transportation Services to study and coordinate with TTC	June 2016	
Objective 2: To raise the awareness of the benefits of active travel				
Communication to parents in school newsletters	About physical & mental health benefits, social and environmental, as well as safety information and current related events	Parent council, teachers, school admin; office support and Public Health	April 2015	Ongoing (monthly)
Student artwork	Student artwork about benefits of active travel, safety messages	Eco Club	April 2015	April 2015
Objective 3: To encourage more students to walk to and from school				
Walking Wednesdays	Promote among students and parents; can use Public Health resources	Raj and JD (Eco Club); Public Health support; admin support	May 2015	Ongoing
Promotion of community police offered programs	Many programs related to getting active and safety	PC Joji Stalk	September 2015	Ongoing
Special event days	Family Fitness Day (as an example)	Led by Colleen Huggins, Aishah Sheri, Kevin Battaglia, and other partners	June 2016	Planning meetings with Gateway
Objective 4: To facilitate and encourage safer bicycling to and from school				
Bike racks	TDSB application completed	Audra requested; Eco Schools organizing	February 2015 (applied)	Fall 2015
Bike rodeo	Organize first in Spring, ideally repeat in Fall	Raj and JD (Eco Club) to organize dates with John Tierney (54 Div); Public Health support; admin support	Plan in early April	May 2015, 2016
Cycling infrastructure and signage in neighbourhood	Identify bike routes; install appropriate infrastructure and signs	Christina Bouchard (Cycling Infrastructure Group); Ben Morell (Transportation Planning) to support; Councillor Burnside to support	Summer 2015	Streets in the neighbourhood are identified in 10 year cycling network plan
Objective 5: To monitor effectiveness of initiatives and revise School Travel Plan annually				
Monitor transportation	Conduct Follow-up Classroom	Katie (with teachers,	Spring 2015, February	June 2016

mode	Surveys	students)	2016, Spring 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	Katie	Immediate	Ongoing
Analyze and report on survey findings	Enter data, produce result graphs	Katie	Immediate	June 2016

Appendix C: Traffic Problems and Options

Table summarizing recent discussions of priority issues and potential improvements. (May 2016)

Street (Name, number range, intersection)	Issues (Be specific, list all)	Road Class (Local, Collector, etc.)	Options* (Traffic calming, speed limit, crosswalk, bike lane, etc.)
Intersection of Don Mills Rd and Overlea Blvd	Speeding; lots of traffic; unsafe crossing; conflict with vehicles and crossing; poorly lit at night; insufficient crossing time for those with mobility devices	Major Arterial	Re-evaluate signals and turning restrictions (could there be no right on red at certain times, advanced & extended pedestrian signals?); better lighting; second crossing guard; other intersection best practices?
Don Mills Rd	High speeds and volumes of vehicles; jaywalking	Major Arterial	Jaywalking barriers?*; improved (larger) school zone signage
Overlea Blvd	High speeds and volumes of vehicles; jaywalking	Major Arterial	Jaywalking barriers?; improved (larger) school zone signage; separated bike lane; 40km/h speed limit? (at least during school hours w flashing beacon?)

Other:

Safe access to the Don Valley Trail – can we formalize the currently informal, unsafe passage right beside the school, and/or the dirt path right behind the cricket field?

*Note: Jaywalking barriers not recommended by Transportation Services. In their experience, they do not deter jaywalking. Preferred approach is education.