



City of Toronto  
Transportation Services  
Traffic Safety Unit

### **Active and Safe Routes to School (ASRTS) Pilot Project FAQs**

**Q1) Why is this pilot being initiated and what is the objective?**

- A1) This pilot project is one of the City's Vision Zero Road Safety Plan initiatives aimed at increasing student participation in walking and biking to school and enhancing safety along designated walking/biking routes to school. It also addresses:
- Current trends of declining proportion of students walking and cycling to school and increasing proportion of students being driven to school;
  - Negative health, safety and environmental implications as a result of the decline in active forms of school travel and increase in traffic congestion in school zones.

**Q2) Who is responsible for implementing this pilot?**

- A2) The planning and development of this pilot was led by Transportation Services in partnership with Toronto Public Health, Toronto District School Board, Green Communities Canada, Toronto Police Service and Toronto Hospital for Sick Children.

**Q3) What is the purpose of the new signs and markings?**

- A3) Some of the new signs and markings, such as painted hopscotches on sidewalks, are directed at pedestrians and cyclists and are intended to encourage and motivate parents and students to walk or wheel to school. Other signs and markings, such as School Route Drive Slowly signs, are directed at drivers and are intended to enhance safety along those routes.

**Q4) How much do these improvements cost?**

- A4) The cost of supplying and installing the signs and markings improvements is approximately \$32,000.00 per school location.

**Q5) How is the city paying for the costs of this pilot project?**

- A5) Grant funding from Bloomberg Philanthropies' Partnership for Healthy Cities initiative is being used to offset most of the costs of this pilot project, with additional funding provided by the Vision Zero Road Safety Plan budget.

**Q6) Why were these schools selected for inclusion in this pilot?**

- A6) To select the schools that would be the best fit for this pilot, an assessment tool was developed that took into consideration factors such as:
- School zone safety improvements in place at school frontage;
  - Support from the school board to facilitate school travel planning;
  - Clear, safe school routes;
  - Proportion of students walking;
  - Proportion of students living within walking distance;



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**Q7) How were the school routes selected?**

A7) The preferred walking/cycling routes to school were identified through a review of student addresses, traffic control devices and pedestrian and cycling infrastructure in the neighbourhood surrounding each school. In addition, parent-teacher committees were also consulted on the school routes through the school boards' school travel planning programs.

**Q8) How long will these signs and markings be in place?**

A8) There is no specific timeframe for the improvements to be removed. However, these improvements are being implemented as part of a pilot project which is being evaluated over a 1-year period. The improvements will remain in place at least until staff reports its findings to City Council in Winter 2019 and receives further direction.

**Q9) How can I request these new signs and markings to be installed around a school in my neighbourhood?**

A9) These improvements are being implemented as part of a pilot project which is being evaluated over a 1-year period. Staff expect to report the results to City Council in Winter 2019. There are no plans to install any additional signs and markings related to this pilot at any new locations until the outcomes of the evaluation are reported and staff receive further direction from City Council.

**Q10) What should I do if I observe a problem with any of the signs or markings?**

A10) As with any other issues with City infrastructure, problems should be reported by calling 311.

**Q11) When will the City expand the improvements to more schools?**

A11) Assuming the pilot is successful and well-received and City Council approves the adoption of the pilot as an on-going program, the intent would be to assess all schools in the City for suitability for this program and prioritize schools for implementation based on a data-driven approach.

**Q12) What else is being done at these schools to change behaviour and modal choice?**

A12) In addition to the signs and markings improvements, educational resources have also been developed as part of this pilot project, including:

- Teachers will be provided with a resource document for promoting and educating students about active school travel;
- Vision Zero Guide for School Children and Parents brochure will be distributed to students along with a take home handout explaining to parents about the pilot and the routes to school;
- Classrooms will also be offered free incentive giveaways to support walking and cycling to school in the form of water bottles and drawstring bags;
- Media campaign promoting active school travel will run during the last week of September and October encouraging parents who drive their children to school to start walking or cycling.