York Catholic District School Board

Active School Travel Strategy

February 2024

Stakeholders (e.g. municipalities) to understand YCDSB's commitment and support to AST

1.1 What is Active School Travel?

Active School Travel is the use of any form of human-powered travel, such as walking, rolling and wheeling (cycling, scootering, rollerblading, skateboarding), to get to and from school or to and from bus stops (for students eligible for bussing). School buses, public transit or carpooling are also encouraged as part of the AST initiatives as they are considered sustainable forms of transportation.

AST has many proven benefits, including:

- Improves physical and mental health
- Increases academic performance by preparing students to learn
- Improve air quality (reduce pollution)
- Promotes social development
- Builds lifelong habits of active and independent mobility

1.2 Policies

There are a number of policies at the Board and municipal government level which support AST:

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school zones. York Region is also currently developing a Sustainable Mobility Plan as an output of the Transportation Master Plan that outlines the importance of AST Programming and draws upon the successes of implemented AST pilots. As these documents are revised on a regular basis, more details about those policies can be found on York Region's website (York.ca).

In addition, policies can also be found at the local municipal level in municipal Official Plans, Transportation Master Plans or other municipal strategies or plans. Multiple municipalities, including Vaughan, Newmarket and

2. Environmental and air qua

monthly) about AST is part of the success. Quantitatively, key performance indicators are identified in section 3.5 to help measure the progress and success of this strategy.

SECTION TWO

2.0 Active School Travel Framework and Tool Box

The active school travel framework is intended to provide School Administrators with a clear understanding of their role in promoting and supporting Active School Travel initiatives.

TABLE 1. SCHOOL GROUPING:

Group	General School Characteristics (not all may apply)	General Details of Safety Concerns (not all may apply)	General School Site Physical Characteristics (not all may apply)	General Community Physical Characteristics (not all may apply)	Active School Travel Candidate
Group 1	- Low traffic concerns on-site or in the neighbourhood				

2.3 The School Board

With the implementation of this Strategy, the Board and central Board staff are expected to:

- Develop monthly communication

SECTION THREE

3.0 Implementation

3.1 Communication Plan

A communication plan is critical to effectively and efficiently achieve the goals of this strategy. A broad range of communication tools and mechanisms should be considered to support the delivery of promotional messaging and tools identified in the Toolbox. T

Goals	Performance Indicator	Target	Proposed Data Collection Tools

SECTION SIX

6.0 Pilots and AST Facts

6.1 Markham Active School Program Pilot

Pilot officially began in May 2019 and ended in June 2022 (schools have been encouraged to continue participation and promotions beyond June 2022)
9 schools were selected to participate (1 school dropped out after the pilot began – St. Francis Xavier CES)
Funded and supported by the Ministry of Education through Green Communities Canada, City of Markham, York Region, YRDSB and YCDSB
Schools selected using a process including a review from both City and Board staff
Data collection occurred regularly through three methods –

1. Hands-up survey in classrooms (monthly to every other month);
2. traffic observations by City of Markham Staff and Active School Travel Coordinator; and
3. Family and School Administration survey

The pilot had a tier system approach (6 levels) where each of the 9 schools was put into different tiers with different tools and approaches in each tier. Tier 1 would have base initiatives, including marketing, education

3. This increased physical activity on the school journey has been found to lower BMI over time, improve cardiovascular health, and increase alertness and attention during the school day (Mammen, 2016).
4. Reducing traffic volumes creates safer school zones. Improving walking and cycling routes to school also enhances the safety, connectivity, and quality of life for the community as a whole (Ontario Active School Travel, 2018).

RESOURCES

Elliott, M. (September 5, 2022). Students are back in the classroom — the car chaos around our schools is back too. https://www.thestar.com/opinion/contributors/2022/09/05/students-are-back-in-the-classroom-the-car-chaos-around

around

APPENDIX B SAMPLE COST LIST

Item	Cost (2021-2022 dollars)
Bike/Scooter Racks	2021 – School standard rack Rack, including installation without any work to an existing concrete pad, is approximately $1000. Rack including installation and new supporting concrete pad: $3500-4500.
Bike Locks	Quality anti-theft bike locks - $75-100 each
Bike Bells	$5-10/each
Reflectors	$10-30, depending on the number per bike
Safety Vests	$20-30 each
Promotional Signs	Varies depending on size About $1200 per school - for 4 sandwich boards and 4 weathered banner/signs
Training/Education	Varies and dependent on the number and duration of sessions For example: Cycling pop-up Programs are approximately $1000-1200, which includes 1 dedicated in-school education session and 1.5-2 hours of pop-up after school with additional education session and bike tune-ups/repairs for the school community