

Written Notice of Motion for Consideration (Trustees Aarts and Story)

From: Denise Joseph-Dowers, Manager, Board Services, Governance and Board Services

In accordance with Board Bylaw 5.15.2, notice of the following motion was provided at the special meeting of the Committee of the Whole on August 4, 2020 and is therefore submitted for consideration at this time.

5.15.2 A notice of motion will be introduced by a member who is present as an advance notification of a matter to be considered at a subsequent Board or Committee meeting. A notice of motion will not be debated at the meeting at which it is introduced...

5.15.2 (c) A notice of motion submitted prior to, or at a committee meeting, will be considered at a subsequent committee meeting...

Support for ActiveTO and Active School Travel

Whereas, public health agencies have repeatedly stated the importance of being active for student health and well-being and Toronto Public Health reported in 2019 that ten percent or fewer of Toronto's students get the recommended daily physical activity¹; and

Whereas, the impacts of the current pandemic, including physical distancing on buses, family discomfort with bussing, and reduced use of the TTC present the TDSB with significant transportation pressures and is likely to result in many more children being driven to school; and

Whereas, cars in school zones present a significant risk to student and staff safety and well-being, as well as increasing traffic congestion and pollution^{2, 3}; and

Whereas, the Ministry of Education, through school boards, now spends in excess of \$1 billion per year on "motorized school transportation" (i.e. bussing)⁴ that moves only 40 percent of students province-wide, yet there is little to no support for the other 60 percent of students' travel. Current Ministry of Education support to Ontario Active School Travel is less than 0.14 percent of the investment in bussing; and

Whereas, the Toronto District School Board prioritizes walkability to neighbourhood schools, has a stated commitment to Active School Travel (AST)⁵ and has been a willing participant in the Active and Safe Routes to School pilot program⁶ with the City of Toronto, Toronto Public Health, and Green Communities Canada. However, there are other

¹ [TO Health Check 2019](#)

² [OAST Fact Sheet & Reference List](#)

³ [Vision Zero, School Zones](#)

⁴ <http://www.edu.gov.on.ca/eng/policyfunding/funding.html>

⁵ [TDSB Charter for Active, Safe, Sustainable Transportation](#)

⁶ [Active & Safe Routes to School](#)

initiatives with local active travel groups and community organizations, where the TDSB could provide more active partnership¹ to promote AST; and

Whereas, the City of Toronto recently voted to fast track the ActiveTO project² which is focused on *“a measured and data driven approach to support essential trips, front-line workers, and vulnerable road users”* by rapidly expanding the network of safe cycling and walking routes throughout the city; and

Whereas, school boards have the opportunity to be a driving force behind active school transport and advocate for dedicated funding for AST from the Provincial and Federal governments;

Therefore, be it resolved:

- a) That the Chair write to the Mayor and City Council to:
 - i. express support for the expansion of ActiveTO and the development of protected travel routes and complete streets for school zones, in addition to the existing Active and Safe Routes to School pilot program,
 - ii. specifically request new active travel routes, protected bike lanes and complete streets in high needs communities,
 - iii. invite the mayor to develop new, permanent ‘quiet streets’ near schools;
 - iv. call for the City’s commitment to and collaboration on the holding of an active school travel “summit” including the City, all coterminous school boards in Toronto, the Ministry of Education and relevant non-governmental organizations, to review the relevant research and best practices and discuss ways that all parties can build a better active school travel program for Toronto’s school children and their families;

- b) That the Chair:
 - i. write to the appropriate Provincial and Federal Ministries (Education, Health, Transport, etc.) to request proactive communication, education programs and financial support for active school travel initiatives;
 - ii. write to the Premier and Prime Minister to encourage enhanced funding for new and existing active school travel initiatives;
 - iii. invite other school boards and member associations (OPSBA, OCSTA, OSTA-AECO, CSBA) to declare active student travel as a priority and to advocate to governments for support for AST programs and partnerships;
 - iv. work with the Director of Education to encourage school councils to engage in Active School Travel campaigns for their individual school communities;

¹ [880 Cities “School Streets” Projects](#)

² [ActiveTO and Covid-19](#)

c) That the Director:

- i. promote active school travel (AST; walking, cycling, rolling) as the preferred option for all students not travelling by school bus or public transit, for the fall of 2020 and beyond;
- ii. encourage families to practise their school walking and cycling routes before school begins this fall, and throughout the year;
- iii. participate in, collaborate with, or support future AST initiatives by the City and community agencies, and remove impediments to AST, such as allowing students to chain bikes to fences, and present a report on options like providing spaces to store scooters;
- iv. re-examine the TDSB transportation safety projects, such as, “kiss n rides”, and promote safety by encouraging AST, discouraging driving, encouraging parking farther away from school zones, if families must drive, and exploring ways to support City initiatives such as partial street closures, education campaigns, etc.;
- v. present a report to the Board on progress in the March 2021 cycle of meetings.