



8 80 Streets

Mountview

SUMMARY REPORT





8 80 Cities

8 80 Cities a non-profit organization based in Toronto, Ontario. We bring citizens together to enhance mobility and public space so that together we can create more vibrant, healthy, and equitable communities. We believe that if everything we do in our cities is great for an 8 year old and an 80 year old, then it will be great for all people.

Local partners

Special thanks to: Councillor Gord Perks and his team; the staff and students of Keele Street Public School, especially Principal Rod Zimmerman, teacher Kate Stevens, students Kira and Lotus, and the rest of the Eco Team; and all our community volunteers. Without your support, this project could not have happened.



EcoKids

Started in 1994, EcoKids offers programs and resources for children, parents, educators, and communities in Canada to engage in environmental education. EcoKids is designed to inspire children to become lifelong environmental stewards through outdoor play and experiences

TABLE OF CONTENTS

6

Executive summary

7

Introduction

8

Why are safe streets important to us?

10

Local context

12

Toronto's first School Street!

14

Mountview Avenue

16

Project
timeline

18

The elements of
8 80 Streets
Mountview

22

What did
we learn?

28

Recommendations

29

Thank yous

30

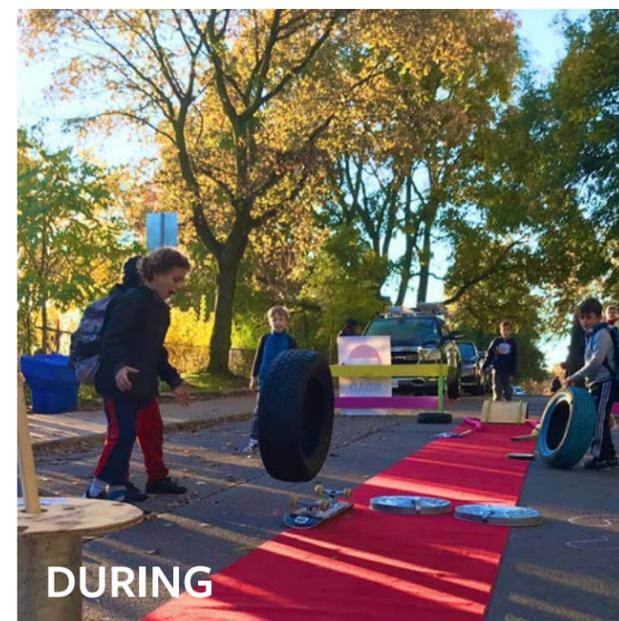
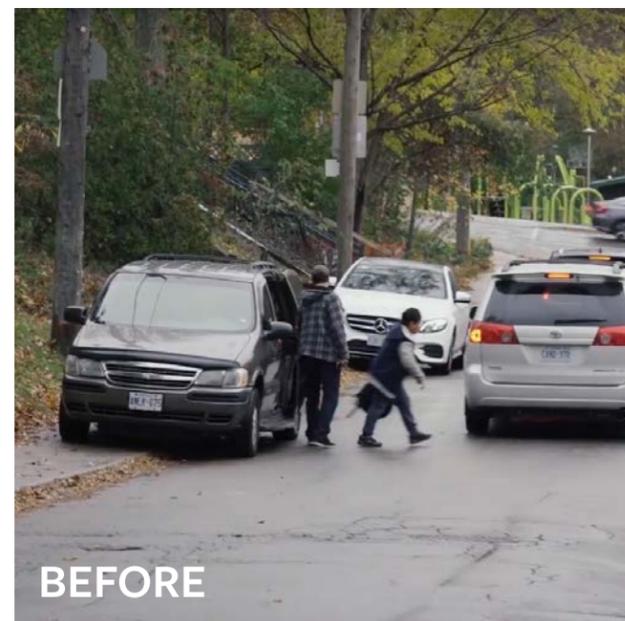
Appendix
1 & 2

EXECUTIVE SUMMARY



8 80 Streets Mountview was Toronto's first School Streets pop-up, demonstrating how to create safer roads near schools through programming rather than reconstruction. For four days at the end of October 2019, we created a temporary car-free environment on Mountview Avenue during school drop-off and pick-up times in order to prioritize safe walking conditions for children, parents, and caregivers at Keele Street Public School.

Children are especially vulnerable to road violence, and Mountview Avenue has long felt unsafe for them during drop-off and pick-up hours. Using simple signage and barriers, and with the help of community volunteers and school leaders, this pop-up allowed children the opportunity to safely use active, sustainable, and independent travel to and from school.



What we found

- The pop-up was simple and inexpensive to implement.
- Before 8 80 Streets Mountview, only 23% of people felt safe on Mountview Avenue. During the pop-up, 97% felt safe.
- 5.4% more students used active travel to get to school during the pop-up, and 20.5% fewer students used car travel.
- 100% of children surveyed preferred the car-free Mountview Avenue.

Recommendations for next steps

The following are our recommendations for the cities to act on lessons learned from this project:

1. Create guidelines for community groups interested in facilitating School Streets pop-ups
2. Scale up from School Streets pop-ups to longer-term pilot programs

INTRODUCTION

8 80 Streets starts with a tragedy that is far too common in the city of Toronto. In 2018, 45 people (41 pedestrians and 4 cyclists) were killed on the streets simply trying to get where they needed to go. A close friend of one of those 45 victims decided to act by requesting the expertise and support of 8 80 Cities to accelerate action on reducing pedestrian fatalities.

Together, we began planning a series of demonstration projects to highlight the importance of street design in achieving safer streets. We wanted to directly engage Toronto residents from across the city in transforming their streets into safer, more vibrant, and accessible spaces for people.

We know that human-centered road design is one of the most powerful tools that we have to make our streets safer for people walking and cycling. Yet we often hear that these important infrastructure changes are too expensive, take too long to implement, and that communities don't want them. That is why we decided to conduct "temporary street makeovers" on three different streets across three diverse neighbourhoods in Toronto. We wanted to demonstrate to Torontonians that safer street design creates more vibrant, enjoyable and dynamic streets for all. We wanted to demonstrate to Toronto City Hall that safer street design elements can be installed rapidly, cost-effectively, and with the support of the local community.

The three 8 80 Streets demonstrations were:



8 80 Streets Danforth

August 23rd and 24th, 2019

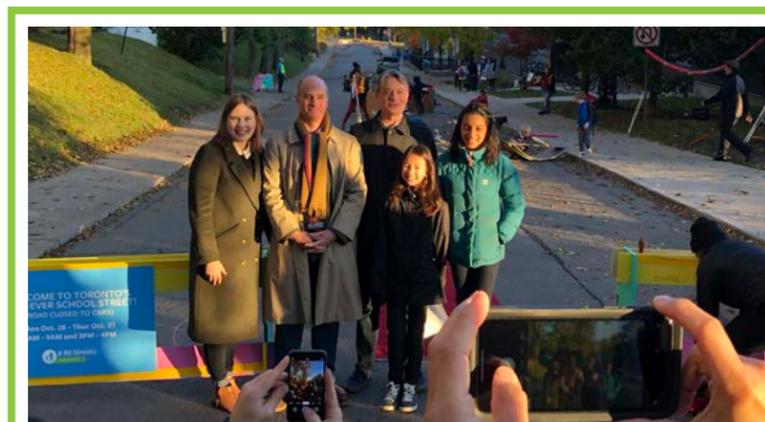
Toronto's first Vision Zero pop-up transformed a major commercial and arterial street from a car-centric road into a complete street. The demonstration included protected bike lanes, a street mural, expanded pedestrian space, additional street furniture, and more.



8 80 Streets Pineway

September 29th to October 4th, 2019

8 80 Streets Pineway experimented with alternative traffic calming design interventions consisting of pinch-points, chicanes, and curb extensions in an effort to reduce illegal speeding on an inner-suburban, residential road.



8 80 Streets Mountview

October 28th to 31st, 2019

Toronto's first School Streets pop-up encouraged children to walk and ride their bikes to school by temporarily closing Mountview Avenue to cars and opening the street up to people during school drop-off and pick-up hours.

WHY ARE SAFE STREETS IMPORTANT TO US?

Streets account for approximately 75% of the public space in the City of Toronto. They should be tremendous assets that can be leveraged to improve quality of life in communities, yet consistently they are places where people are being struck and killed by vehicles.

Road violence represents just one aspect of the kinds of violence and lack of safety people experience on our streets. Racial violence, gender-based violence, and violence directed at some of our most vulnerable residents, including people experiencing homelessness, should be addressed as part of a more holistic approach to street safety.

While street design is not a panacea for creating safe streets, we believe human-centered design is one of the most effective tools we have to reduce traffic fatalities and create safer and more accessible streets for people of all ages, abilities, and backgrounds. Children, older adults, economically marginalized, and racialized people are especially vulnerable to road violence. Car-centric street design limits freedom and independent mobility for people who do not drive (including all children and youth under 16, and a higher proportion of older adults, people with disabilities, and people living with low income). That is why 880 Cities is committed to taking action to stop these preventable traffic deaths by demonstrating global best practices in street design.

WHAT WERE OUR GOALS?

1

Elevate the conversation on road safety in Toronto

2

Prove that change can happen quickly

3

Demonstrate the design interventions for creating safe streets

4

Show that safe streets are also vibrant, equitable, and healthy streets

5

Engage residents in taking direct action and building solutions in their community

LOCAL CONTEXT

Since 2008, there has been a rising trend in pedestrian and cyclist related injuries and fatalities on Toronto's streets, with a 55% jump in fatal incidents over a 10-year period.

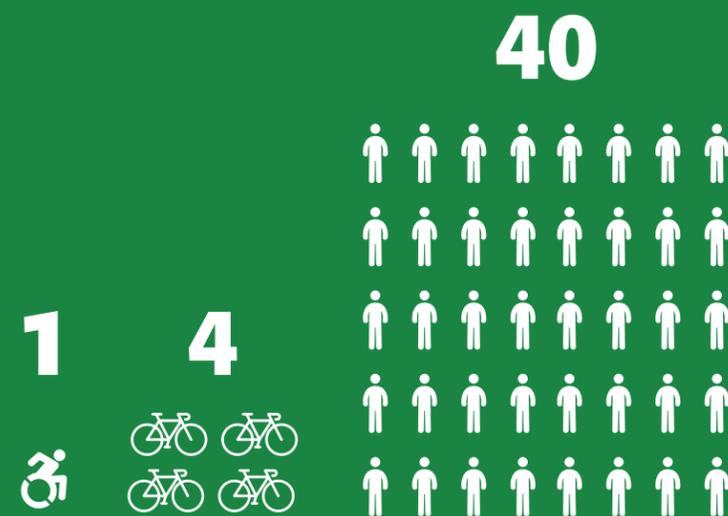
This emerging trend sparked a public outcry that urged the city to act. In 2017, the City of Toronto adopted the Vision Zero Road Safety Plan, a 5-year action plan aimed at creating safer roads and reducing the number of serious injuries and fatalities caused by traffic-related events, with the goal of eliminating them.

Despite this plan, the city saw no reduction in pedestrian fatalities or road violence and just two years later, in 2019, the city launched Vision Zero 2.0, a new plan intended to speed up implementation of the action items contained in the earlier report.

The jury on this revised Vision Zero plan is still out, but not long after it's adoption by City Council, Toronto Police Services admitted that its level of traffic enforcement has reached a nine year low, even as the numbers of collisions have risen to record highs.

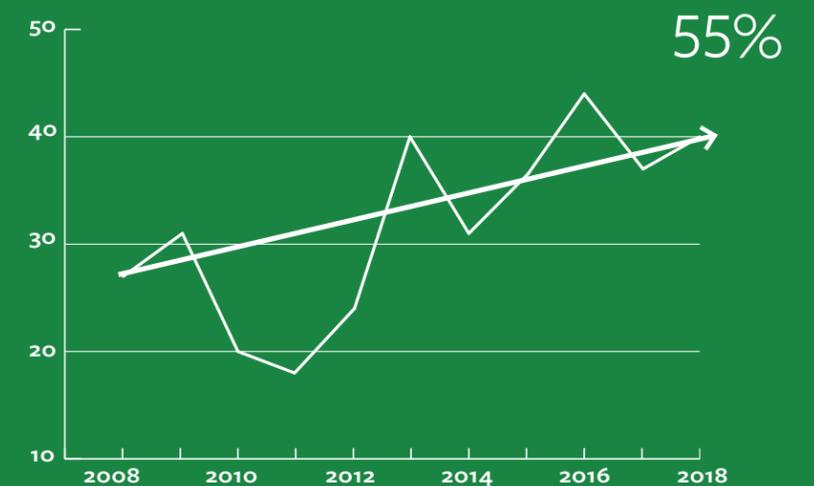
Road violence in Toronto

Pedestrian and cyclist fatalities (2018)



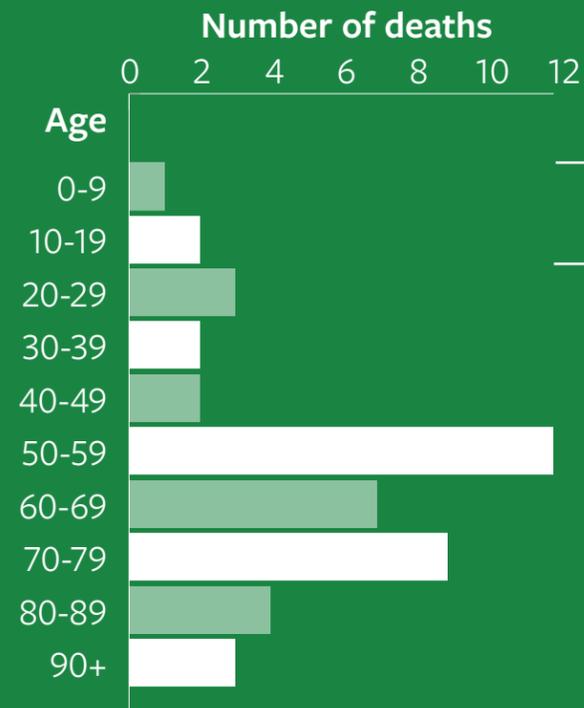
In 2018 alone, 45 vulnerable road users were killed and 194 were severely injured on Toronto's roadways.

10 year upward trend in pedestrian fatalities



Since 2008, there has been a rising trend in pedestrian and cyclist related injuries and fatalities on Toronto's streets, with a 55% jump in fatal incidents over a 10-year period.

Pedestrian and cyclist fatalities by age (2018)



Two Toronto children, ages 5 and 11, died as they were leaving school in 2018

Light level at time of pedestrian and cyclist fatalities (2018)

	LIGHT	DEATHS
☾	DARK	12
🏠	DARK ARTIFICIAL	6
🌅	DAWN	1
🏠	DAWN ARTIFICIAL	1
☀️	DAYLIGHT	23
🏠	DUSK ARTIFICIAL	2

→ 51% of fatal pedestrian collisions occurred in daylight

Children are especially vulnerable

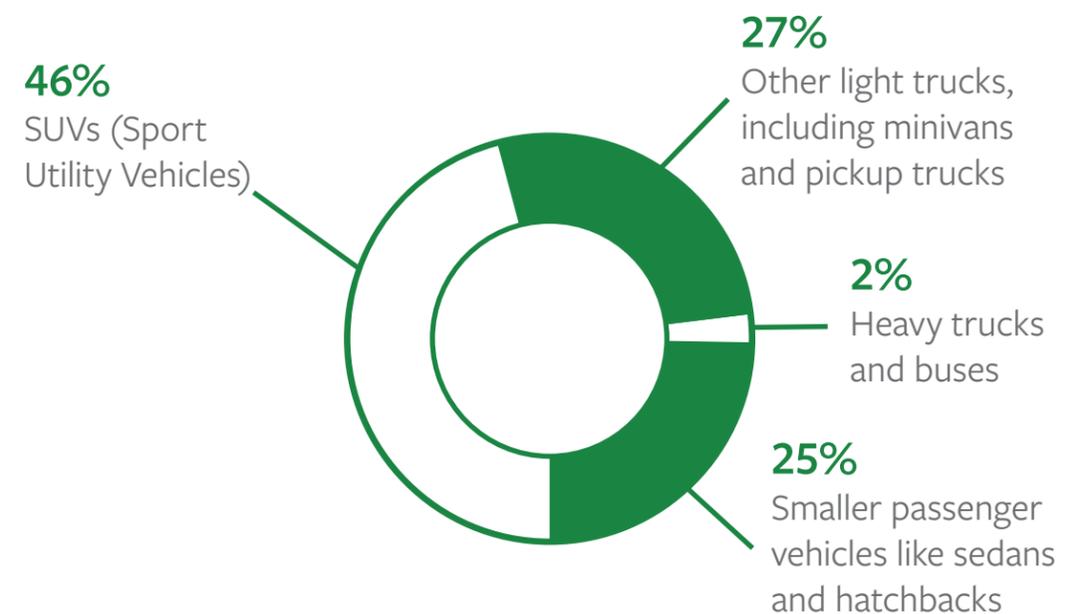
There were over 400 incidents of motor vehicle collisions involving children near Toronto schools over a 12-year period, according to a 2018 study by researchers from York University, the University of Toronto, and SickKids. Child pedestrians are especially at risk when it comes to road violence. As more drivers are choosing larger cars, children's small statures make them easier to miss in vehicle blind zones.

For SUVs, front blind zones can be up to 3 metres (about 10 feet) and back blind zones can be twice that distance. Younger children are also still developing their sensory and cognitive abilities, and are not capable of judging how fast a vehicle is moving in their peripheral vision. To reach the goals of Vision Zero, we need to protect all vulnerable road users, including children, by redesigning our roads.

Illustration of SUV front blind zone



Canadian car sales by type of vehicle (2019)



TORONTO'S FIRST SCHOOL STREET!

8:00-9:00am and 3:00-4:00pm from Oct 28th to 31st, 2019

8 80 Streets Mountview was a pop-up demonstration of the School Streets model that has been used in cities around the world to create safer roads near schools through programming rather than reconstruction.

For four days at the end of October 2019, the pop-up created a temporary car-free environment on Mountview Avenue during school drop-off and pick-up times in order to prioritize safe walking conditions for children, parents, and caregivers at Keele Street Public School.

Children are especially vulnerable to road violence, and we have a collective responsibility to ensure that they are safe on our roadways. School Streets have been shown to:



Improve safety for children walking to and from school



Reduce air pollution and emissions around schools



Facilitate physical and mental health through active travel



Encourage social interaction, play, and connection





MOUNTVIEW AVENUE

Mountview Avenue is a residential street in the High Park community, located in Toronto's west end near the major intersection of Keele Street and Bloor Street West. Keele Street Public School fronts onto Mountview Avenue and serves nearly 700 students from junior kindergarten to grade 8. Single detached and semi-detached houses line the rest of Mountview Avenue, along with a tall apartment complex situated across the street from the school.

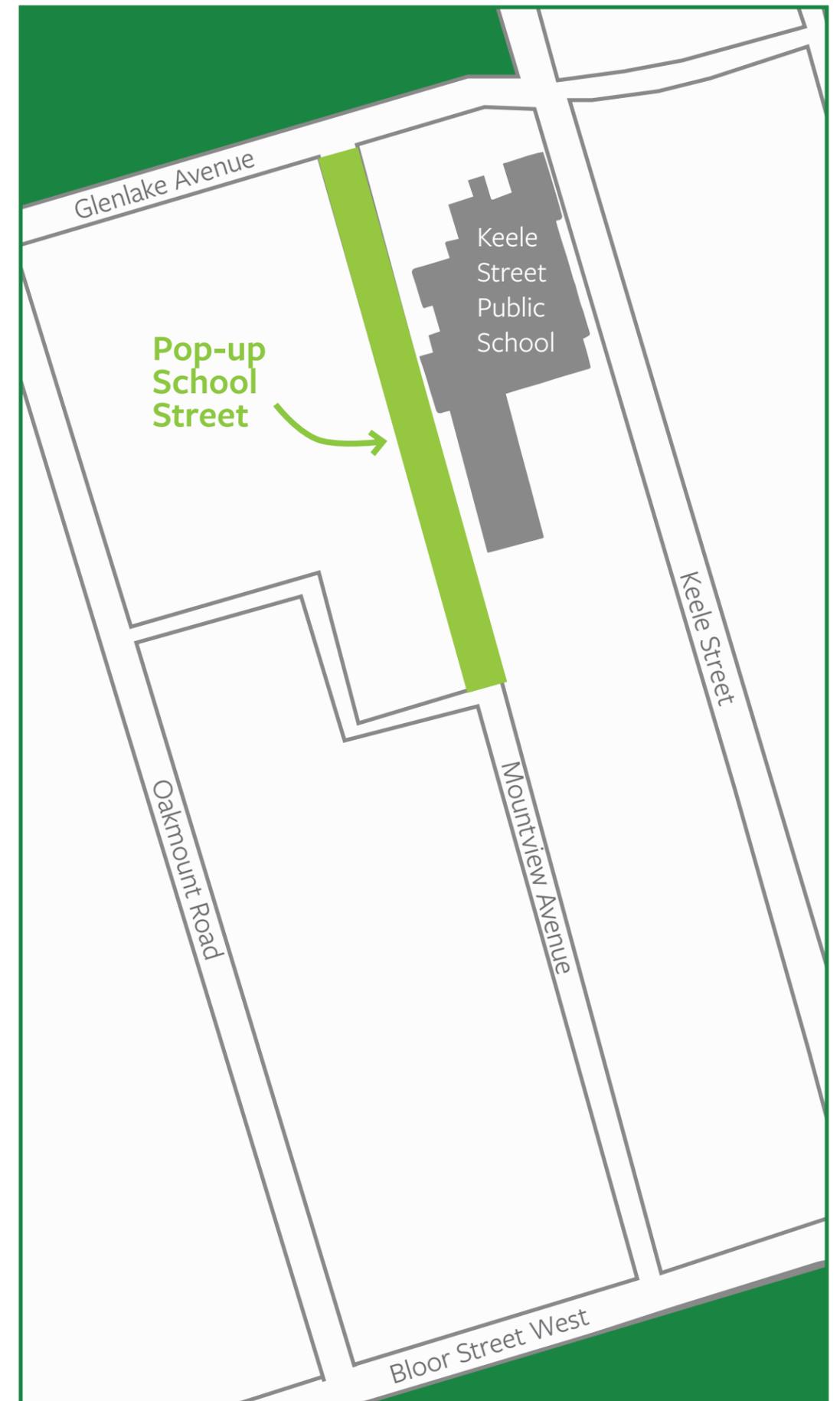
Traffic travels north and south on Mountview Avenue in two lanes without a centre dividing line. There are sidewalks on both sides of the street, and parking is permitted on the east side during certain hours of the day. The full length of Mountview Avenue from Bloor Street West to Glenlake Avenue is roughly 420 metres, but the pop-up took place on a 190 metre block directly in front of the school.

Like at many schools across Toronto, drop-off and pick-up times at Keele Street Public School can be stressful and dangerous. The school community consistently sees an uptick in congestion and unsafe driving behaviour

around the school during these times of day. In September 2019, a new crossing guard was hired to enforce the stop signs at the intersection of Glenlake and Mountview, and residents told us what a difference she is making. Unfortunately, the block of Mountview Avenue in front of the school itself remains chaotic.

Unlike on other Toronto streets, speed isn't the main cause for concern on Mountview Avenue. Instead, hundreds of students are put at risk each day by impatient drivers not seeing them, not waiting for them, making aggressive three-point turns, and even driving up on the narrow sidewalks to pass other vehicles in bumper-to-bumper traffic. Parents recalled incidents in which children had been hit, and the principal and teachers told us that they regularly worry about student safety.

The school's effort to have a pedestrian crosswalk installed has never gotten off the ground, and it's worth noting that installing a crosswalk would not address all of the unsafe driving behaviours that are specific to drop-off and pick-up times. The street needs a different kind of solution.





Why choose Mountview?

BEFORE THE POP-UP



DURING THE POP-UP

Community concern for safer streets

It's extremely dangerous. I worry every day. —Parent

The Keele Street Public School community has been concerned about safety on Mountview Avenue for a long time. They want a street that allows children more opportunity for safe, active, sustainable, and independent travel. After years of inaction, they were open to testing something new.

Walkable neighbourhood

High Park is a dense community, and the school has a small catchment area, so most students live within walking distance. This means that there are already hundreds of children walking to school or taking other forms of active travel each day, and there is great opportunity for others to join them if the street were safer. The School Streets model makes sense in this neighbourhood as a way to protect students who are engaging in active travel, and to encourage more families to make that choice.

Existing school culture and leadership

Keele Street Public School has a culture of promoting active and sustainable travel, led by principal Rod Zimmerman, teacher Kate Stevens, and student leaders on the school's Eco Team. The students see active travel as a way to combat the climate emergency, and they advance sustainability goals through programs like "ABC Wednesdays," which encourage student to travel to school using "Anything But Cars." The staff and students were instrumental in promoting, implementing, and evaluating the pop-up.

Local political champions

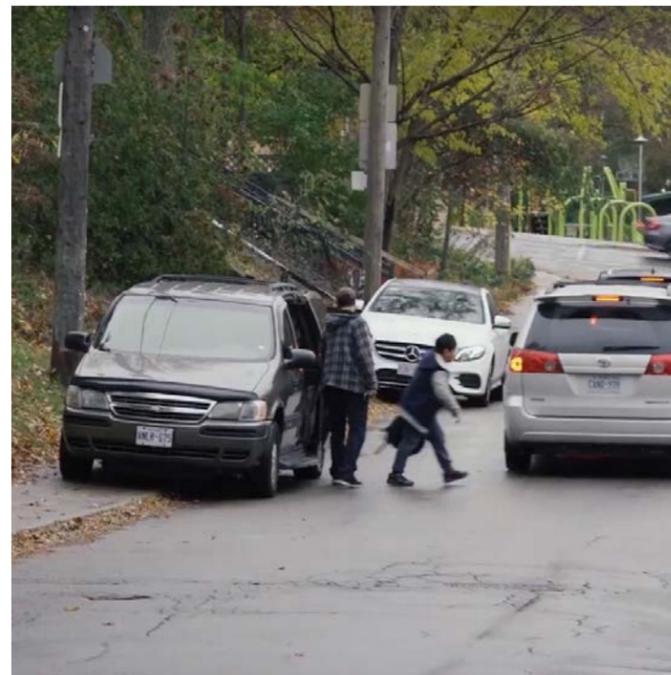
8 80 Streets Mountview was the very first School Streets project in Toronto. A new idea like that needs a dedicated political champion, and the support of City Councillor Gord Perks and his office was critical in making the project possible and a success. Councillor Perks connected us with Keele Street Public School and opened doors with municipal staff. His involvement was a key factor in the selection of Mountview Avenue.

PROJECT TIMELINE

Planning for 8 80 Streets Mountview started in May 2019, with an initial conversation with the Borough of Hackney in London, England, where School Streets programs have become widespread after a period of pilot projects and evaluation. We learned how they approached implementing School Streets, what challenges they encountered, and what impacts the programs had. These conversations provided us with a global best practice model for School Streets.

We then reached out to Councillor Gord Perks to present the goals of 8 80 Streets and pitch the School Streets idea. Councillor Perks was attuned to the road safety concerns on Mountview Avenue and connected us with Keele Streets Public School. We worked with school staff, Councillor Perks' office, and the City of Toronto over the summer and fall to determine how to best facilitate Toronto's first School Streets pop-up. The project launched in late October 2019.

School Streets are a simple and efficient way of improving the safety of a street during drop-off and pick-up times. They are relatively straightforward and inexpensive to design and plan. 8 80 Streets Mountview was the first of its kind in Toronto, but as familiarity with School Streets grows, there is great potential for similar projects to be undertaken in future.



2 0 1 9

May 14 — 8 80 Cities connects with London Borough of Hackney to learn about global approaches to School Streets.

Mid-May — 8 80 Cities connects with Councillor Perks to discuss 8 80 Streets. The Councillor offers his support and identifies Mountview Avenue as a potential site for a School Streets pop-up.

July 4 — 8 80 Cities, EcoKids, and representatives from Councillor Perks' office meet with Keele Street Public School and the Toronto District School Board Sustainability office. Principal Zimmerman gives his support for 8 80 Streets Mountview.

July 5 to August 22 — 8 80 Cities, Councillor Perks' office, and the City's Transportation Services division work to determine the best formal approval process for a pop-up School Street. Transportation Services requests a road closure permit through the Street Events unit. The application limits the length of the pop-up to four days.

August 28 — 8 80 Cities and EcoKids meet with Keele Street Public School to discuss logistics and city permitting requirements, and to select dates.

September 9 — 8 80 Cities submits road closure permit application for 8 80 Streets Mountview.

September 10 to October 21 — 8 80 Cities works with the Street Events unit to revise road closure permit application and conduct site visits.

October 1 — 8 80 Cities and EcoKids meet with Keele Street Public School teaching staff and student Eco Team to discuss the project. The Eco Team offers their support with promoting the project and gathering travel data for evaluation purposes. 8 80 Cities begins recruiting community volunteers.

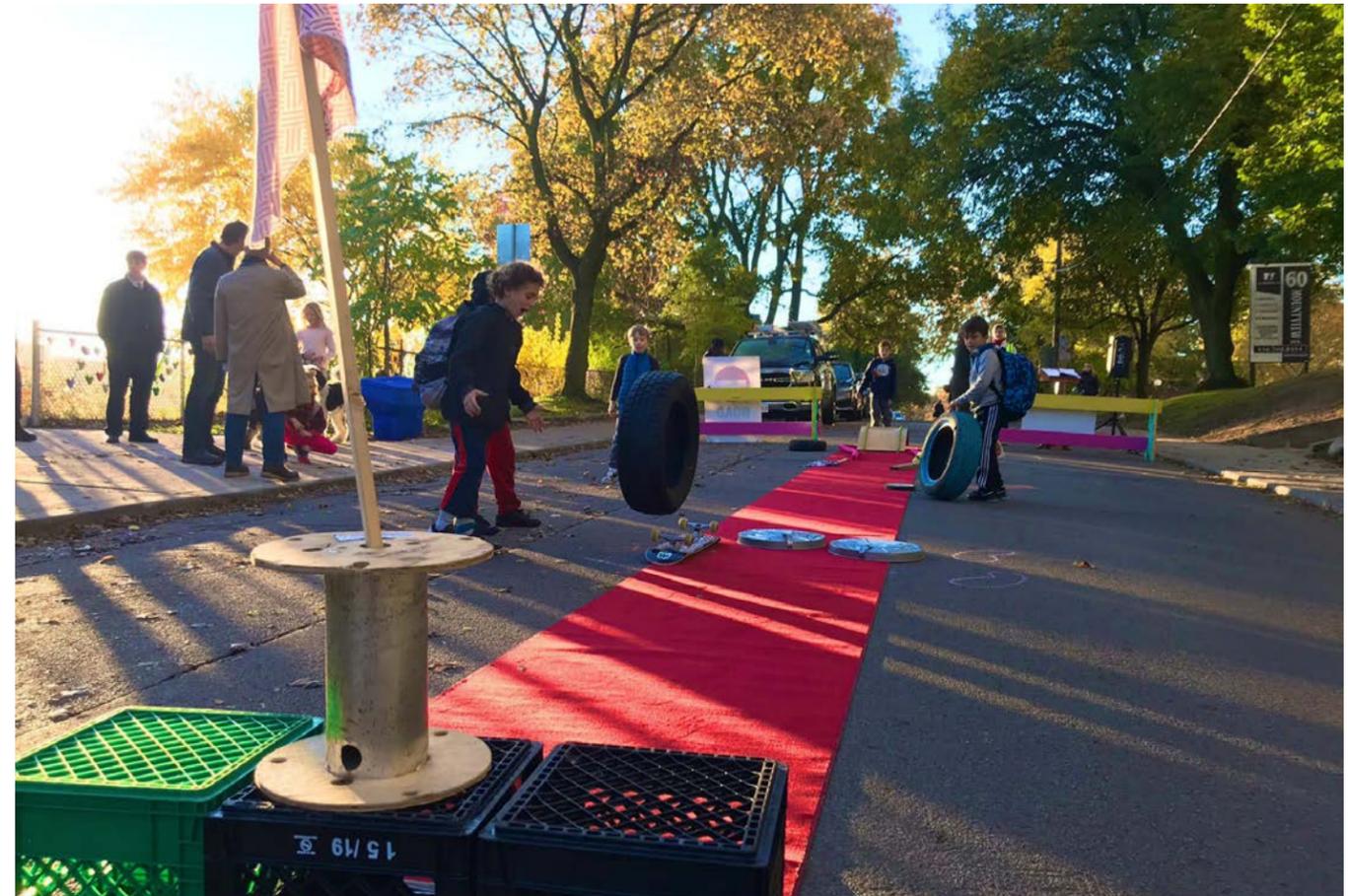
October 15 — The school community and Mountview Avenue residents are notified of the project through printed flyers and emails sent by Keele Street Public School and Councillor Perks. Street signs indicating the road closure are installed on the street. The Eco Team creates posters promoting a car-free street.

October 21 to 24 — The Eco Team makes morning announcements and conducts classroom visits to remind students about the project and collect travel data before the project launch.

October 24 — The City of Toronto sends approved road closure permit for 8 80 Streets Mountview

October 28 — Launch day for 8 80 Streets Mountview

October 28 to 31 — The pop-up is live! Volunteers join 8 80 Cities and EcoKids in facilitating the pop-up and gathering community feedback. The Eco Team conducts classroom visits to collect travel data.



THE ELEMENTS OF 8 80 STREETS MOUNTVIEW



1. Student leadership

The school's Eco Team created posters, made morning announcements, and conducted classroom visits to remind students about the project and collect travel data before and during the project. Their enthusiasm helped the whole school get on board. Concerns about road safety were top of mind for them, but they were also highly motivated by the environmental benefits of School Streets.

2. Community support

Community volunteers helped implement the road closures by setting up the barriers and then acting as road marshalls in reflective vests. One volunteer stood at each closure location to maintain the integrity of the closure and answer questions from drivers and passers-by, while other volunteers helped facilitate the pop-up engagement hub to capture feedback on the project.

3. Simple signage and barriers

School Streets programs around the world use many types of road closures, or even camera enforcement. We installed street signs and created wooden barriers from open-source "Wikiblock" designs, assembled them without nails or screws, and painted them in bright colours to contribute to the fun, inviting atmosphere of the project. Barriers were placed at three locations: at either end of the block,

and in front of an underground parking exit. Each morning, volunteers moved the barriers to the street. When the morning and afternoon closures began at 8:00am and 3:00pm, the volunteers swung the barriers out to close the street. During the day, when the road was open to cars, the barriers were swung back and kept parallel to the curb. Overnight, the barriers were kept inside the school for storage.

26

classrooms visited
by Eco Team

2

volunteer shifts
per day

4+

volunteers
per shift

\$50

per wooden
barrier

6

barriers for
three locations

10

seconds to move
the barriers

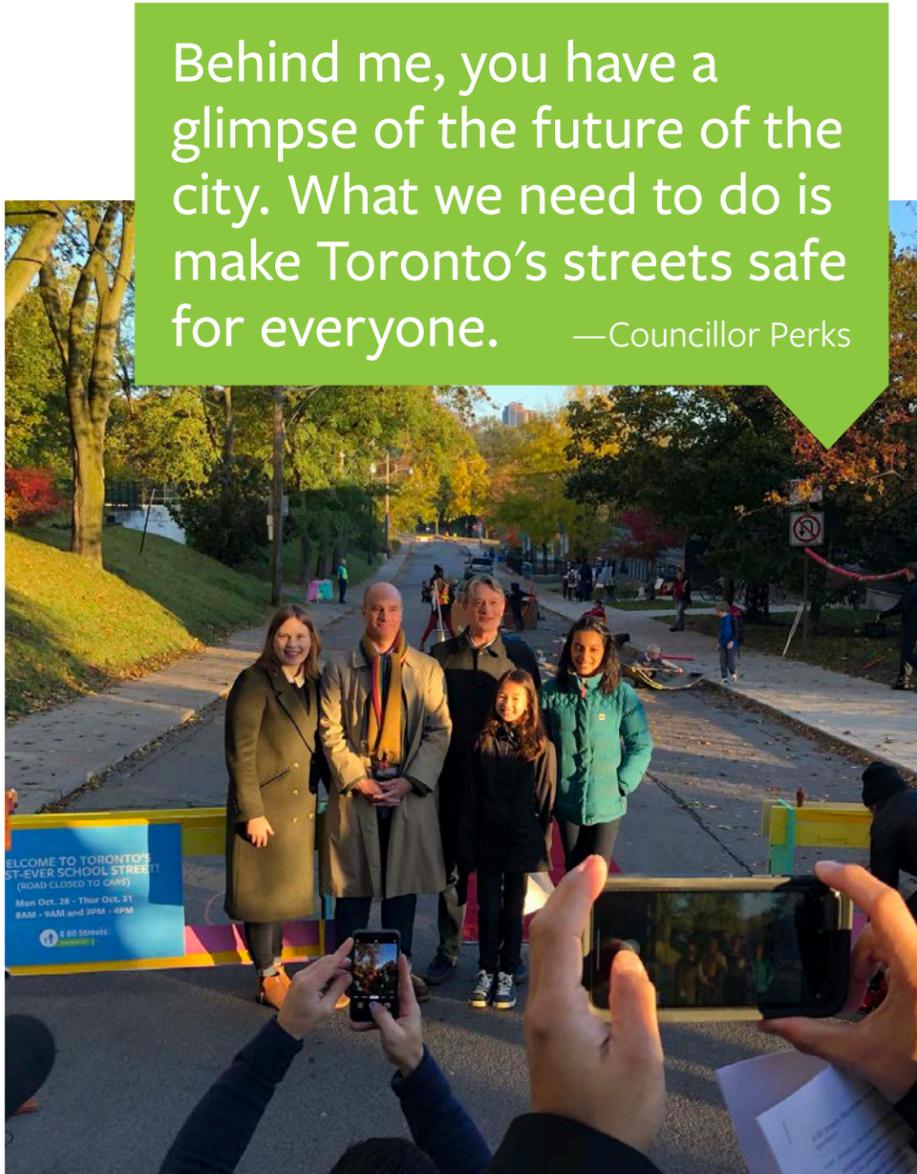


4. Launch big, then keep it simple

Global best practices for School Streets recommend a big, splashy launch day to generate excitement for the concept. On the first day of 80 Streets Mountview, we literally rolled out a red carpet for children walking to school. We also worked with EcoKids to fill the street with playful loose parts, transforming a space designed for cars into a fun, inviting space for people.



On the launch day, we also held a press event for news media. Student leaders from Keele Street Public School's Eco Team and Councillor Gord Perks spoke about why the pop-up was important to them.



After the launch, we kept it simple. The school put out hula hoops, skipping ropes, and sidewalk chalk, but they weren't always needed. The culture at the school and community had already shifted to one where people were excited to walk in the School Streets zone, even when there wasn't a red carpet or toys to play with, and even when it was overcast or rainy.



Additional considerations

What about school buses?

8 80 Streets Mountview took place in a location that is typically used for school bus loading. During the pop-up, buses were temporarily moved to the adjoining street, Glenlake Avenue. School bus passengers safely walked the remaining 50 metres from the bus to the school's front entrance through the car-free School Streets zone, incorporating a little extra physical activity into their day.

What about people with mobility needs?

The school parking lot, located off Glenlake Avenue, served as an accessible drop-off and pick-up area for those with mobility needs.

What about those who continued to drive?

For families who could not use active travel for the entire trip, we suggested parking on a nearby side street and spending five minutes walking the rest of the way to school. This concept, known as “driving to five,” made the street safer for students who were walking and using other active travel modes while also encouraging some active travel for students who were being driven.

What about the people living inside the School Streets zone?

Residents of the houses and apartment complex that front onto Mountview Avenue were notified of the road closure in advance with printed flyers and large street signs, as well as emails sent by Councillor Gord Perks. Cars parked on the street in the week prior to the pop-up received flyers on their windshields.

None of the houses located within the School Streets zone had driveways that exited onto Mountview Avenue, but the apartment complex's underground parking garage did have one exit located within the zone. During the pop-up, we blocked that exit, and referred drivers to an alternate exit located on a parallel street.

Drivers overwhelmingly complied with the pop-up. A handful of drivers parked curbside inside the School Streets zone prior to the closure (e.g., overnight or in the early afternoon) and mistakenly returned to their cars after the closure had already begun; in these cases, volunteer marshalls opened the barriers and helped the drivers exit the zone at low speeds.

If the pop-up had run longer, or if it had covered a larger section of the street, we could have also considered offering a special permit or exemption for affected residents.

What about displaced traffic causing congestion on surrounding streets?

Longer-term pilots in the UK found through formal traffic counts that displaced traffic was not an issue. During the pop-up, we did not observe an uptick in traffic and did not receive any feedback from the local community about it.



WHAT DID WE LEARN?

8 80 Streets Mountview was an experiment, a chance for Toronto to experience what child-friendly School Streets look and feel like. We used several methods to understand the impact of the project on students and the community, and to capture their feedback.





Methods of data collection

Engagement hub

Our engagement hub offered an opportunity for passers-by to have meaningful dialogue about safe streets and the School Streets concept, and allowed us to collect quantitative and qualitative feedback about their experience of 8 80 Streets Mountview.

In the morning and afternoon on the first and last day of the pop-up, we put out tables and chairs near the school entrance with interactive engagement boards, sticky dots and sticky notes, and free coffee and snacks to thank participants for their time.

One interactive engagement board asked adults and older students about how safe they felt on the street and what they thought about the project. A separate, simpler engagement board, set up at a lower height, was dedicated to collecting feedback from younger students. Children are not often enough given the opportunity to contribute their perspectives to the planning processes of their streets and communities. For 8 80 Streets Mountview, it was important for us to prioritize children and their perspectives above all else.

Travel mode polling

Keele Street Public School's student Eco Team helped us collect data to understand whether the pop-up had an effect on students' mode of travel. The Eco Team visited classrooms before 8 80 Streets Mountview (the week of October 21st, 2019), and during the pop-up (the week of October 28th, 2019), asking whether students had walked, wheeled/cycled, taken the bus, or been driven to school that morning. They polled 26 classrooms and collected more than 1600 data points.

Online survey and email feedback

We created an online survey in order to solicit opinions from those who may not have been able to share their thoughts in person at our engagement hub. The survey link was shared with parents by email and with passers-by using paper slips. On both the printed notification flyers and email notices, we also shared an email address asking for feedback. Through the survey and by email, we received 30 detailed responses.

Finding #1: School Streets do change student travel behaviour

A key objective for 8 80 Streets Mountview was to incentivize walking and other forms of active school travel by creating a safer and more welcoming street.

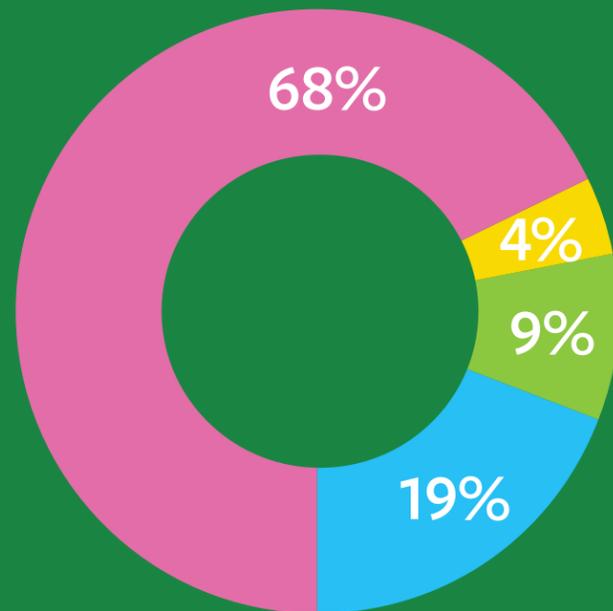
In just four days, we met that objective. During the pop-up, more students walked to school or rode their bike or scooter than before the pop-up, and fewer students were driven, even when it rained.

One parent who normally drove told us that the pop-up made him realize that the school was closer than he thought, within easy walking distance for him and his child.

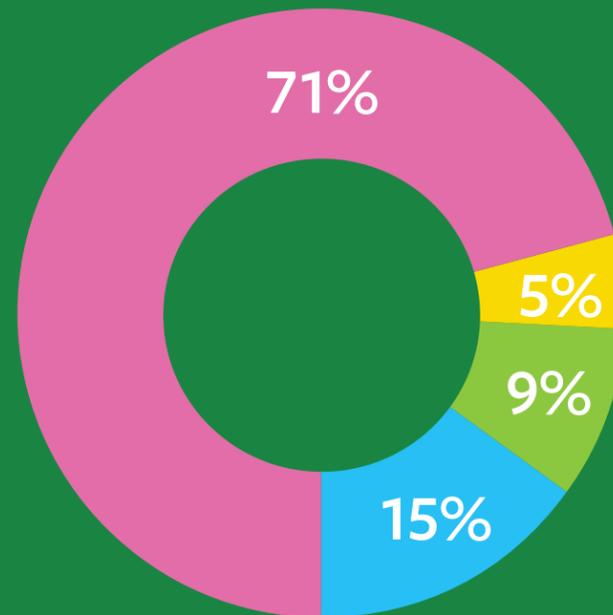
Other parents indicated that they would be more inclined to allow their children to walk to school independently if Mountview Avenue had a longer-term School Streets program.

Student travel modal share

Before the pop-up
(n=372)



During the pop-up
(n=388)



■ Walking
 ■ Wheeling (bikes, scooters, etc.)
 ■ Bus
 ■ Car

Active travel modes

+5.4%

Percentage increase in active travel modal share during pop-up
(from 269/372 to 296/388)

-20.5%

Percentage decrease in car travel modal share during pop-up
(from 69/372 to 57/388)

A note about the data

The student Eco Team collected 1616 data points from 26 classrooms before and during the pop-up. They visited classes after lunch, rather than in the morning, in order ensure that they captured any latecomers. We only used data from the 19 classrooms that were visited both before and during the pop-up. For classrooms visited multiple times each week, we used an average of the tallies. Our findings align with trends observed during School Streets in other countries. A more rigorous year-long study would produce more robust data.

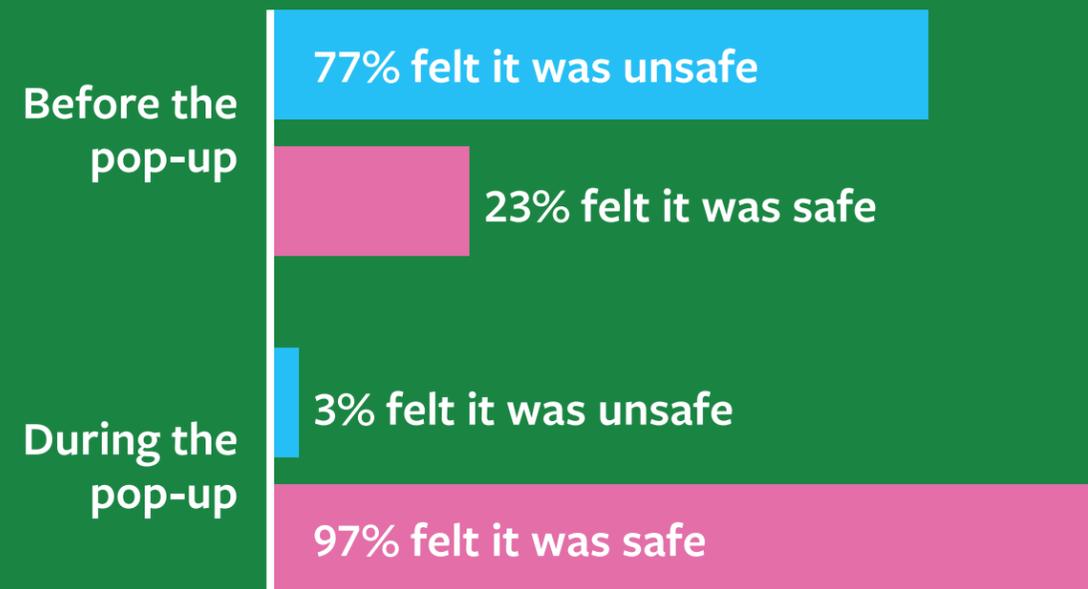
Finding #2: Communities are ready for longer-term School Streets pilot programs →

Before and during the pop-up, we received enthusiastic support from not only the Keele Street Public School students, who were our first priority, but also from residents, school staff, policymakers, and city councillors from across the city, province, and country.

In all our feedback channels, we received just four negative or ambivalent comments, which named specific driver frustrations that a longer pilot program could help address.

What we learned is that communities want longer-term programs that prioritize children's safety in more school neighbourhoods and that offer more time to make community-led improvements to each local model.

Perceptions of safety on Mountview Avenue



Percentage of children who preferred the car-free Mountview Ave



Having the street closed to cars was a great experience. It made that last stretch feel like it belonged to students and the school instead of just being there for cars at the expense of students.

Such a great way to start and end the day. Much safer and a much more enjoyable walking commute - thank you!

This should be here always, all year round!

Great to have more space, and the air quality is so much better. Much less chaos.

Mountview is too small to allow for so many cars. It was a pleasure, for me, to see the kids all over the road, walking, talking... for those few days.

Thank you for trying this at Keele!

Please find a way to make this permanent and at as many schools as possible.

RECOMMENDATIONS

1.

Create guidelines for community groups interested in facilitating School Streets pop-ups

Across Canada, there is a growing interest in creating more School Streets pop-ups. We recommend that municipal and provincial representatives work with school boards, municipal transportation departments, and provincial transportation and education ministries to create local guidelines and resources that explain, in plain language:

- a) What School Streets are, and why the school board, city, and province are in support of the concept;
- b) Which by-laws and policies apply for groups interested in facilitating School Streets pop-ups; and
- c) Local instructions and best practices.

2.

Scale up from School Streets pop-ups to longer-term pilot programs

A short-term pop-up like 8 80 Streets Mountview offers a brief opportunity to experience what School Streets look and feel like, but global best practices recommend 6- to 18-month pilot programs to capture more robust data, see longer-term impacts, analyze seasonal variations, and adjust the model before an implementation is made permanent.

We recommend that cities work in collaboration with non-profits like 8 80 Cities and Active and Sustainable School Travel partners to inform the development and delivery of pilot programs and evaluations.

SPECIAL THANKS TO OUR VOLUNTEERS!



Kira and Lotus,
Keele Street Public School
Eco Team

We couldn't have done this project without the support of Principal Rod Zimmerman and all the staff and students at Keele Street Public School, especially the Eco Team led by teacher Kate Stevens.



8 80 Streets Mountview relied on many generous community volunteers, including Janet Joy Wilson, Ryan Phyper, and Mary Ann Neary, who joined us for multiple shifts each. Thank you!

Appendix 1

ADDITIONAL RESOURCES

- Watch our video recap of 8 80 Streets Mountview at youtube.com/880cities
- Download our School Streets Guidebook at 880cities.org/school-streets
- Read more about the history of School Streets at 880cities.org/what-are-school-streets
- See our other recommendations to create a more child-friendly Toronto at 880cities.org/my-city-too-report



Appendix 2

MUNICIPAL PROCESSES

School Streets pop-ups are excellent opportunities to test an innovative approach to making streets safer through temporary programming rather than reconstruction.

Unfortunately, existing municipal street closure permit applications are complicated and designed for festivals, marathons, and other large-scale events. City of Toronto staff were incredibly helpful to us through the permitting process, but the process itself was not designed for small, grassroots initiatives like School Streets.

Residents want opportunities to implement quick and meaningful changes to advance Vision Zero objectives. Municipal governments can reduce barriers to hosting School Streets pop-ups by making a more welcoming and accommodating process for community groups.

The following ideas are specific to Toronto but may be applicable to cities across Canada.

- **Create a new permit type:** We recommend that the City of Toronto create a new Vision Zero permit for School Streets, complete streets, traffic calming measures, protected bike lanes, and other community-led initiatives that align with Vision Zero.
- **Simplify permitting language:** The existing street closure permit application can be onerous and intimidating. Terms like traffic management plans and setbacks, references to the Ontario Traffic Manual, and requirements for site plans and emergency action plans may give applicants the impression that they need to engage professional planners and traffic engineers in order to secure a permit. We recommend simplifying permit application language, and providing examples of acceptable site plans, traffic management plans, road signs, community notices, and other resources to support communities in securing permits.
- **Allow for longer pop-ups:** The street closure permit we secured for 8 80 Streets Mountview had a maximum event length of four days. To host a longer pop-up, we would have had to seek permission at Community Council and then City Council, which is a long process. We recommend that School Streets pop-ups be allowed to take place over a full school week (five days) at a minimum.
- **Solve the insurance barrier:** A significant barrier to the Toronto permit approval process is the requirement to have insurance coverage. For 8 80 Streets, we used our organization's own insurance, but community groups may not have that option. We recommend that the City's transportation and legal divisions work together to explore ways to cover insurance costs for School Streets. One option could be to replicate the existing practice for Toronto's Street Play program, which offers insurance through select local councillors' offices.

