Student Transportation Services of Waterloo Region

2025-26 ANNUAL REPORT

School Travel Planning





November 2026

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Student Transportation Services of Waterloo Region

This report was prepared in an industrial office located 470 metres from the Grand River and the work it describes is performed across Waterloo region; lands traditionally used by the Haudenosaunee, Anishinaabe, and Chonnonton People. As treaty people and uninvited guests, we acknowledge the enduring presence of the Indigenous people with whom we share this land. We appreciate their deep traditional knowledge, laws, and philosophies, which among other things teach us that when we walk upon the land, we come into a relationship with it and that the way we step upon this earth matters.

"Even if the grassland has been ploughed under, even if you're passing canola fields…you can still feel the sun on your face, see the sky, hear the birds, sense the gentle contours of the land in the muscles in the legs…You're not alone when you're walking by yourself. You're with the land and it is with you." [1]

[1] *Wilson, K. (2021). Walking as Embodied Territorial Acknowledgment: Thinking about Place-Based Relationships from the Side of the Road. Performance Matters, 7(1-2), 97–115. https://doi.org/10.7202/1085315ar*

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Student Transportation Services of Waterloo Region

WALK ZONE OVERVIEW

Student Transportation Services of Waterloo Region (STSWR) includes a small team dedicated to creating safer environments for students who use active travel to school. The team provides practical education and encouragement programs and resources, collects and analyzes travel data, and helps schools plan onsite traffic management. It is called School Travel Planning (STP). STP Planners work with municipal partners to identify specific engineering improvements and to highlight traffic enforcement needs.

For a deeper look into how School Travel Planners do this work, see Appendix B for a description of the STP method and Appendix C for a description of commonly implemented interventions.



STSWR Vision

To be the beacon of excellence in multi-modal student transportation, setting the standard for safety, sustainability and innovation.

Walk Zone Aspiration

One day, every child will walk or wheel as part of their daily school journey.

Core Values

Safety

Safety is centered in all STP activities, guiding efforts to reduce risks and create safer active travel journeys for students.

Equity

STP supports students who walk, bike, and roll to school. STP Planners work with communities to identify and address various barriers to active school travel.

Trust

STP provides trusted road safety education programs and consults with municipal partners to improve pedestrian safety through proven interventions.

Photo credit: STSWR

Student Transportation Services of Waterloo Region

OUR TEAM



Hayat Shariff
School Travel Planner



Stephanie Hahn
School Travel Planner



Leslie Maxwell
School Travel Planning Supervisor



Keith Prudham
General Manager



Students
Heart of STP



Caregivers
Key Decision Makers



Administrators
Communications Leads



Partners
Benefactors and Defenders

The School Travel Planning (STP) team at STSWR works with schools in Waterloo Catholic District School Board (WCDSB) and Waterloo Region District School Board (WRDSB) to help make active school travel an easier choice for families across the Region of Waterloo.

The breadth of work required to influence habits, shape perceptions, reduce stigma, and support positive actions cannot be fulfilled without the help of many students, caregivers, school staff, and community partners who give of themselves and find creative ways to support active travel and road safety.

Number of Schools Worked With (see pg 7):

99

Number of Interventions Implemented (see pg 9):

1243

Photo credits: WCDSB and STSWR

Student Transportation Services of Waterloo Region

EXECUTIVE SUMMARY

We are proud to present the 2025-26 STP annual report, marking our milestone **10th** year in operation. Fittingly, after welcoming **seven (7)** new schools this year, the program approaches another major threshold with **99** participating schools to date. The past year saw **1243** individual interventions toward school certifications—a testament to the impressive dedication of the STP team and school communities across the region.

For the first time, this year's report incorporates multi-year trend data. Preliminary findings offer valuable insights and promising indications of success. Most notably, participating schools saw an overall increase in active transportation rates from **42%** in 2023 to **47%** in 2025 and total sustainable modes (including active travel and busing) is at **65%** across the region. Still, personal vehicle travel represents **35%** of total commutes. To reduce this percentage and make school areas safer, the STP team is prioritizing the scale and depth of high-impact interventions.

Alongside these analytical findings, we share the stories that bring our mission to life: celebrating top-performing schools; honouring partners who have invested time and funding in special projects; and recognizing just a few of the community volunteers who are at the heart of this work.

Every accomplishment detailed in this report brings STSWR closer to our vision of excellence in multi-modal student transportation and safety, and helps to make Waterloo Region a community where every student can safely walk or wheel to school.

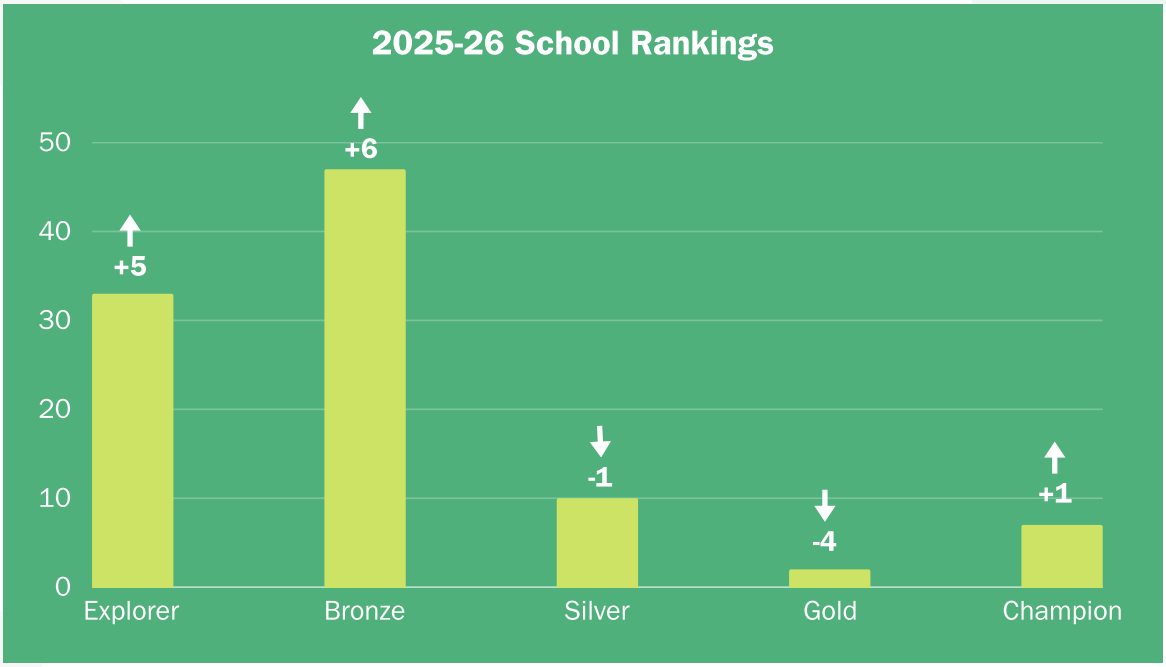
Thank you for joining this shared journey.



Photo credit: STSWR

Student Transportation Services of Waterloo Region

SCHOOL RANKINGS



In the 2025-26 school year, **seven (7)** new schools worked with STSWR to improve the active travel environment, bringing the total number of schools that have participated in STP activities between Fall 2016 - Spring 2026 to **99** schools.

The 2025-26 STP certification rankings reflect more activity than ever before: Explorer, Bronze, and Champion tiers expanded, while Silver and Gold designations declined. Despite a distinction in ranking all participating schools deserve recognition for doing ancillary work to prioritize student safety, wellness, and mobility. (See Appendix A for a complete list of school rankings.)

What is STP Certification?

Our School Travel Planners work with school communities to boost active travel and reduce site traffic through a balanced mix of Education, Encouragement, Engineering, Reinforcement, and Evaluation (see Appendix B for the STP method, and Appendix C for a description of programs offered by STSWR or through STP partners). To incentivize a well-rounded approach, the STP Team awards weighted points toward an overall ranking. One-time improvements (e.g., new crosswalks) earn lifetime points, whereas recurring initiatives require annual (e.g., Winter Walk Day) or biennial (e.g., Sidewalk Smarts) participation.

Student Transportation Services of Waterloo Region

2025-26 Rankings by Board

	Explorer	Bronze	Silver	Gold	Champion	Total ranked	Unranked	Total
WRDSB	20	28	7	2	7	64	59	123
WCDSB	13	19	3	0	0	35	19	54
Totals	**33**	**47**	**10**	**2**	**7**	**99**	**78**	**177**

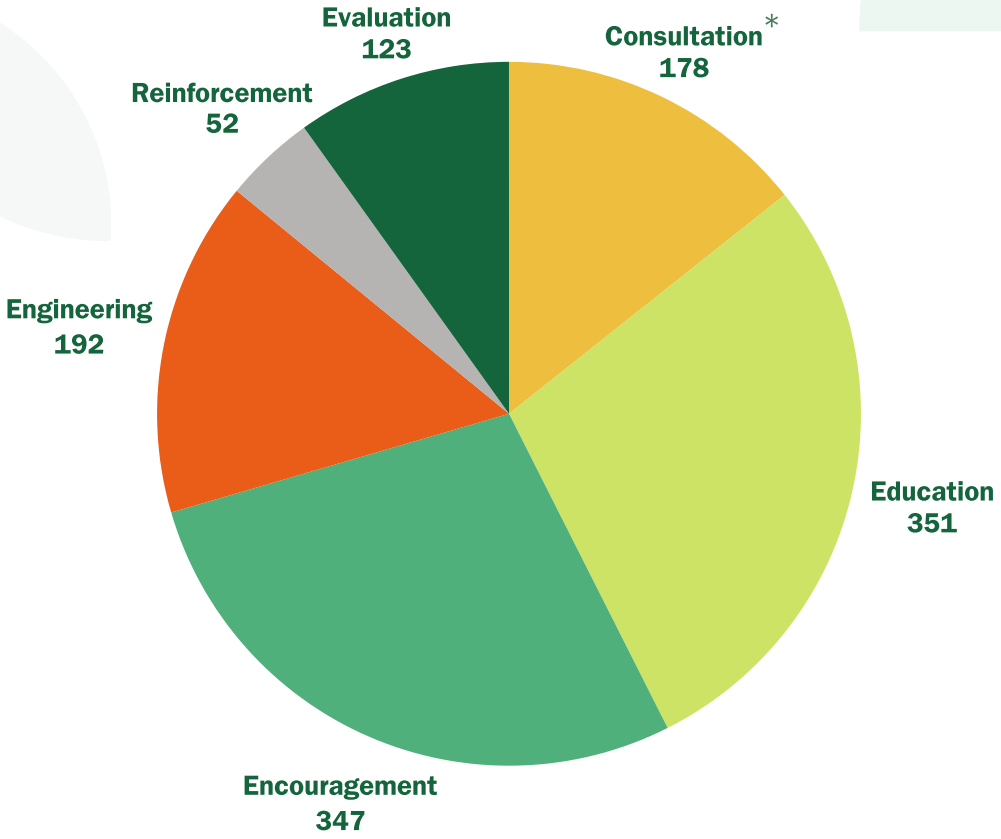
2025-26 Rankings by Municipality

	Explorer	Bronze	Silver	Gold	Champion	Total ranked	Unranked	Total
Kitchener	16	19	5	2	5	47	28	75
Waterloo	3	13	1	0	1	18	14	32
Cambridge	10	12	4	0	0	26	21	47
North Dumfries	0	1	0	0	1	2	1	3
Woolwich	2	2	0	0	0	4	6	10
Wellesley	0	0	0	0	0	0	3	3
Wilmot	2	0	0	0	0	2	5	7
Totals	**33**	**47**	**10**	**2**	**7**	**99**	**78**	**177**

Participating schools come from both WCDSB and WRDSB and most regional cities and townships; rankings vary based on the level of engagement, which is often driven by school need and community capacity. Silver and Gold levels usually indicate a high number of interventions over one to three years while they develop strong active travel cultures and environments. Champion status is awarded to schools that maintain strong active travel culture through STP engagement after that development period.

Student Transportation Services of Waterloo Region

Number of Interventions 2025-26

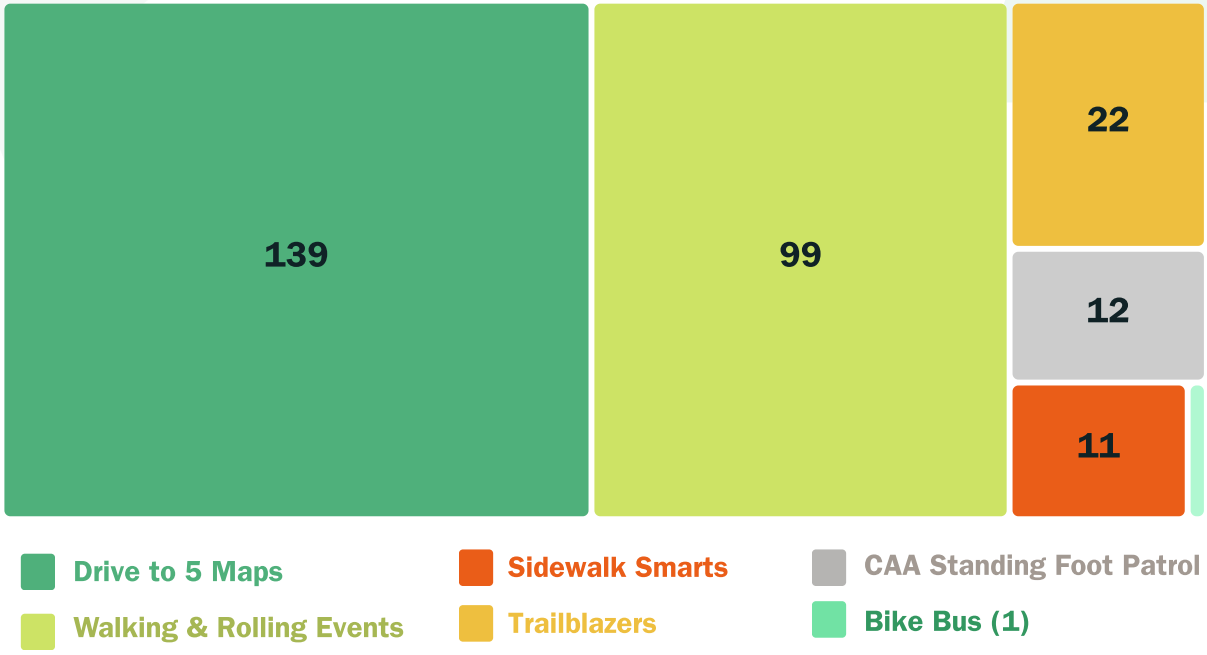


Twelve hundred and forty three (1243) actions counted towards school rankings this year. Schools took more education and encouragement actions than engineering, reinforcement, or evaluation. The actions varied from school to school depending on goals, capacity, and opportunity and they included activities as complex as year-long student-led projects or as easy as sharing messages to encourage better driving choices. Engineering interventions take multiple years to implement and impact schools long-term, so those actions remain in the count every year.

**Consultation interventions depend on STP expertise and school participation to gather or share information including initial assessment interviews with Principals, facilitation of committee meetings, organization of walkabouts with interest holders, assessments and observations of parking lot traffic flow, and organization of participatory planning projects.*

Student Transportation Services of Waterloo Region

2025-26 School Participation in Select Programs



The interventions in this chart are among the most requested of the STP team. Many are offered across the boards to schools even if they are not engaged in STP because they serve needs that are broadly experienced, including helping drivers find legal parking areas, delivering road safety education, celebrating students who use active travel, and giving agency to students to lead a culture of active travel.

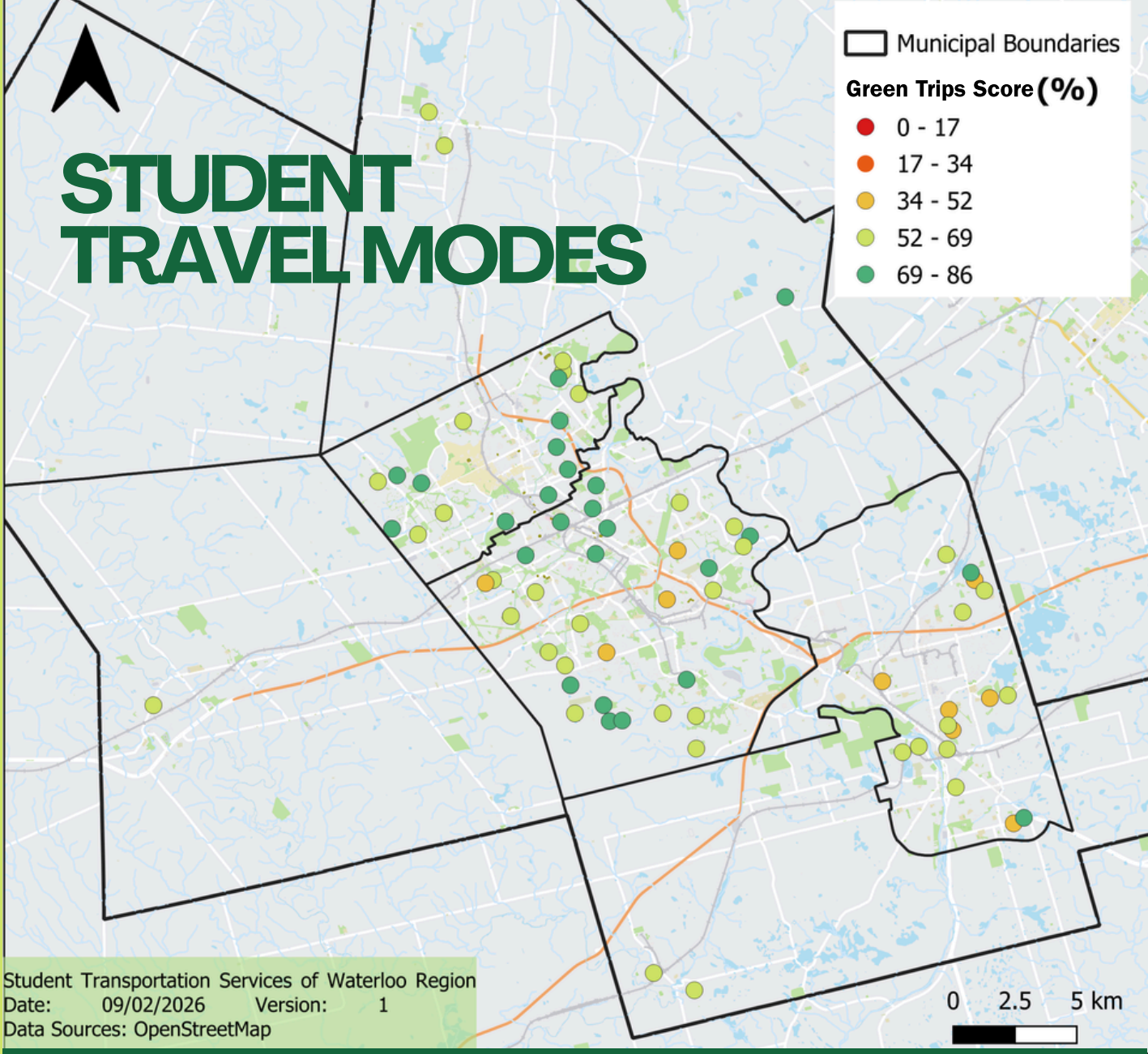
Notably, the Bike Bus (1) and the Walking School Bus (0) are also commonly requested; but as uptake indicates, not many schools are successful at developing or maintaining these heavily volunteer-based interventions and so we rely on other solutions more often.

For a more complete list of solutions with descriptions, please refer to Appendix C.



Photo credit: STSWR

STUDENT TRAVEL MODES



About the data
Source: BikeWalkRoll.org

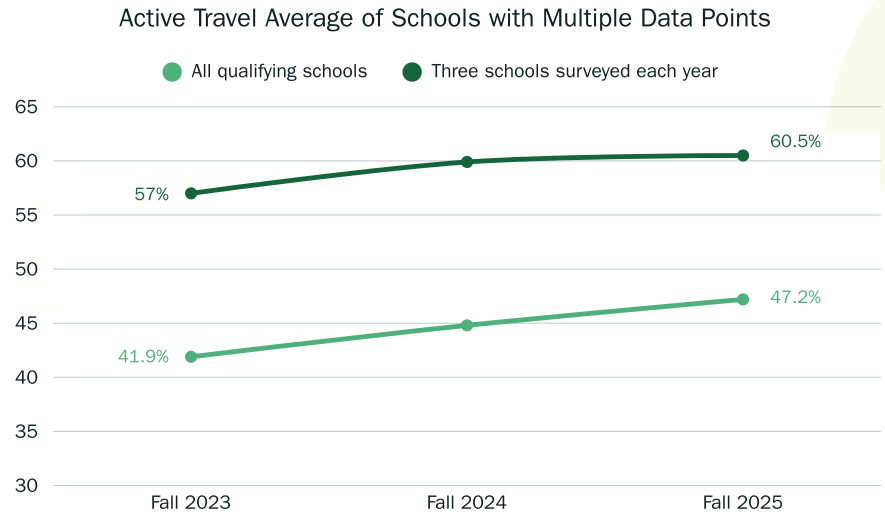
*The Waterloo region data set at BikeWalkRoll holds **5,123** classroom hands-up surveys from **86** schools, 2017 to 2026. Each entry records how many students in one class arrived on a single trip (to or from school on a single day) by bike, walking, rolling (motorless wheeled devices), school bus, transit or car. STSWR combines the percentage of students who bike, walk, roll, ride the school bus or use public transit into one Green Trips Score to indicate a sustainable transportation score.*

Most data in this region was collected by STP Planners from STSWR, but in some cases and in some years, individual classes or schools have collected their own. All data is available to schools and the public for both viewing and downloading.

For the purposes of valid comparison and visualization over the following pages, only data collected by the STP Team during the fall session between 2023-25 is used.

Student Transportation Services of Waterloo Region

STUDENT TRAVEL MODES



Active travel across all qualifying schools rose from **41.9%** in 2023 to **44.8%** in 2024 and **47.2%** in 2025; however, due to sample size constraints, these data are insufficient to establish a causal relationship, and findings should be treated as preliminary.
The cleanest signal comes from the three schools surveyed in all three years — Oak Creek P.S., Central P.S. and Avenue Road P.S. Together they moved from **57.0%** (2023) to **59.9%** (2024) to **60.5%** (2025), with car share steady at about **36%** and cycling and rolling (using non-motorized wheeled vehicles other than bikes) each roughly doubling to about **4%**. That is a modest gain at schools that were already strong.

Mode, % of students surveyed (Sep–Nov)	2023	2024	2025
Walk	37.2	39.3	42.1
Bike	3.6	3.5	3.3
Roll	1.2	2	1.8
School bus	21.3	22.4	17.1
Transit	0.2	0.2	0.3
Car	36.5	32.6	35.4
Schools / students surveyed	28 / 16 973	24 / 14 121	24 / 14 307

Data source: BikeWalkRoll.org; schools with 2025 data and 2 or more previous years of data are included. Numbers are rounded to the nearest single decimal so combined percentages may not equal the sum of individual percentages.

About the data

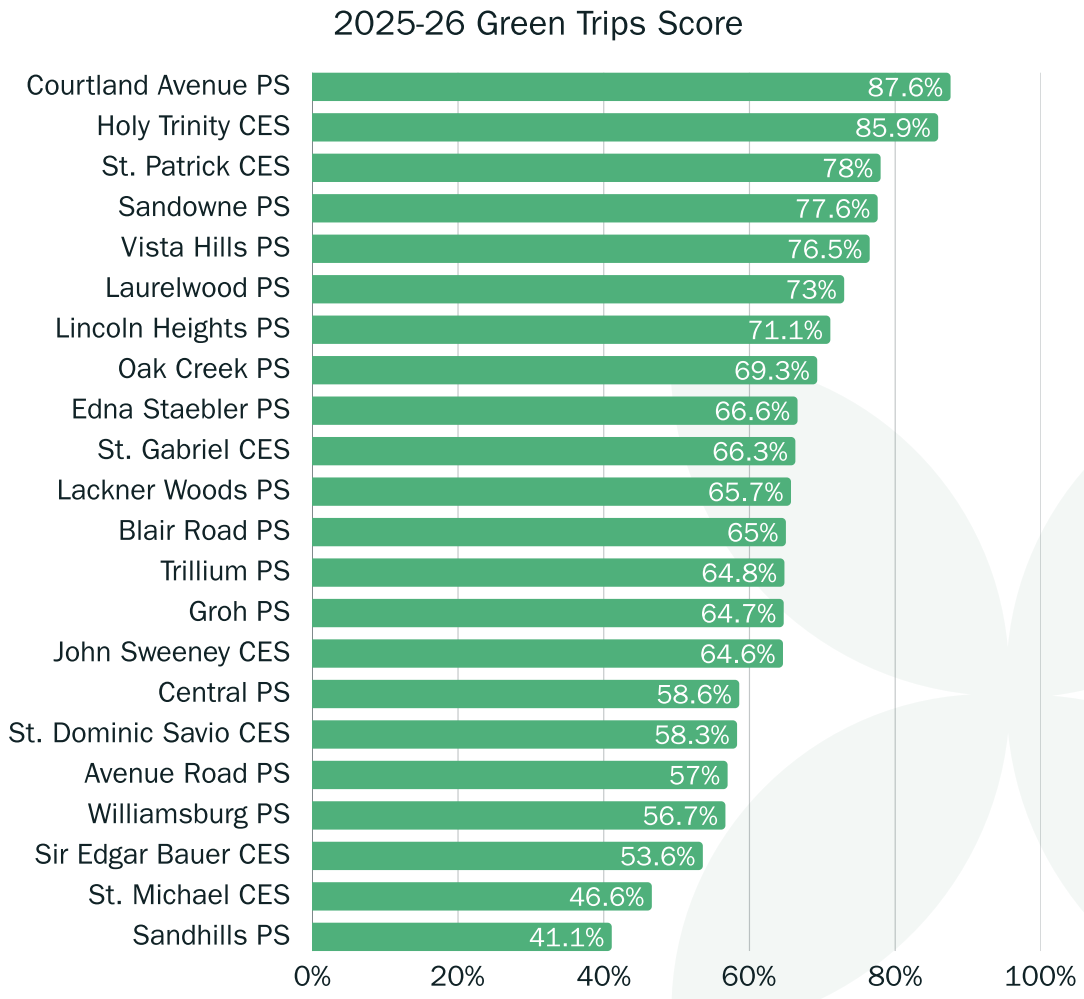
This report focuses on fall 2023 to fall 2025 which includes 2,169 classroom surveys covering about 45,000 student-trips at 56 schools. Only the fall window (September to November) is used, and a school year counts only when at least five classroom surveys were collected. Scores are weighted by student, not by classroom, in final school tallies.

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Green Trips

Using the BikeWalkRoll data collected each fall, STSWR configures “Green Trip” scores that count every student who did not arrive by private car - the BikeWalkRoll score plus school bus and transit modes - making the Green Trip score more comparable between bus-dependent and non bus-dependent schools. The Green Trip score is effectively 100% minus the car share, so it measures not how many children are active, but how many families have not had to rely on the family vehicle to get them to school.

Region-wide, the Green Trip score is similar every year regardless of which schools are surveyed. It was **63.5%** in 2023, **67%** in 2024 and **64.6%** in 2025, while **the BikeWalkRoll score rose five points** across the same period. Read together, the two scores say that the gain in active travel since 2023 came from students who would otherwise have been on a school bus, not from students who would otherwise have been driven. That is still a good outcome for health and bus efficiency, but it is not yet a shift away from cars.



Student Transportation Services of Waterloo Region

Summary

Active school travel in Waterloo Region hovers around the same average year over year regardless of data coming from a different set of schools each year. Across the **24** schools surveyed in fall 2025, **47.2**% of students arrived by bike, on foot or by wheels (scooter, skateboard, wheelchair). It was **42.2%** in 2023 and **44.8%** in 2024 with different sets of schools. Four findings stand out:

1. **Walking is the engine of active travel.** It accounts for roughly nine of every ten active trips and carried all of the difference between years (**37%** to **42%**) at the same time that cycling (**3–4%**) and rolling (**1–2%**) have not moved.

2. **Schools with a track record are holding or improving.** Of the **13** schools with 2025 data and at least one earlier survey since 2023, **eight** improved, **three** were flat, and **two** fell. The three schools surveyed every year — Oak Creek, Central and Avenue Road — rose together from **57%** to **60.5%**.

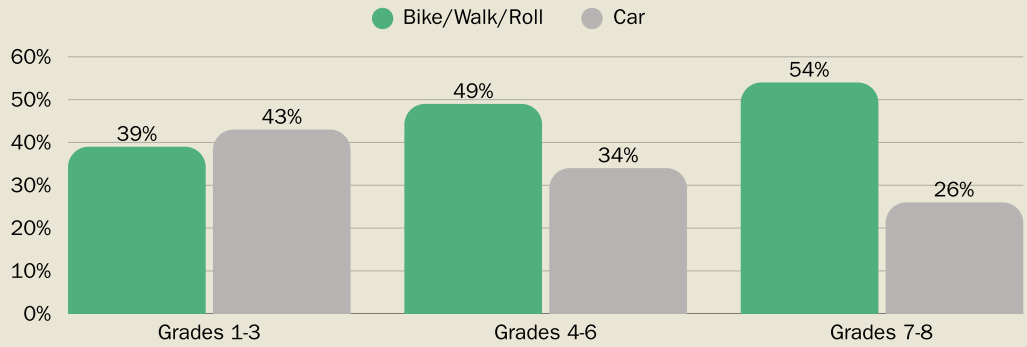
3. **The youngest students are driven the most.** Grades 1–3 are at **39%** active travel and **43%** by car; grades 4–6 at **49%** and **34%**; and grades 7–8 are at **54%** and **26%** within the same data sets. The primary grades also improved least over the period.

4. **Bus-dependent schools have a different problem.** These schools have few students who live within walking distance and a lower active-travel score is expected. A Green Trips score that includes busing makes it easier to compare performance across all schools.

It is important to note that **the survey itself presents an important opportunity**. Year-over-year school comparisons are limited by the fact that data is collected only on a single day, and region-wide comparisons are limited by which schools took part in particular years. There is not enough data to make conclusive statements about the growth of active travel in the region. The STP team only has capacity to concentrate collection where it supports action planning.

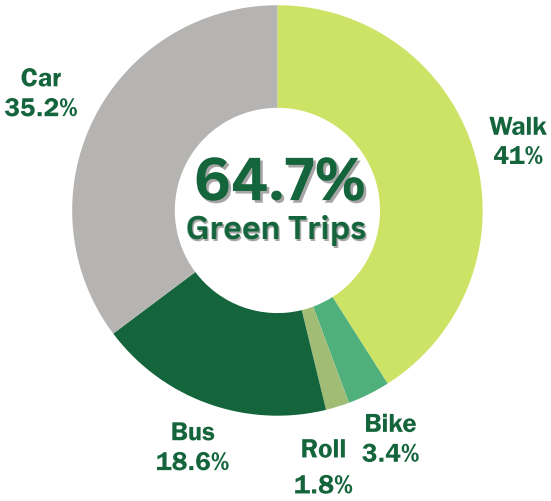
Older students use active travel more and are driven less

Share of students surveyed, 2023 to 2025 combined



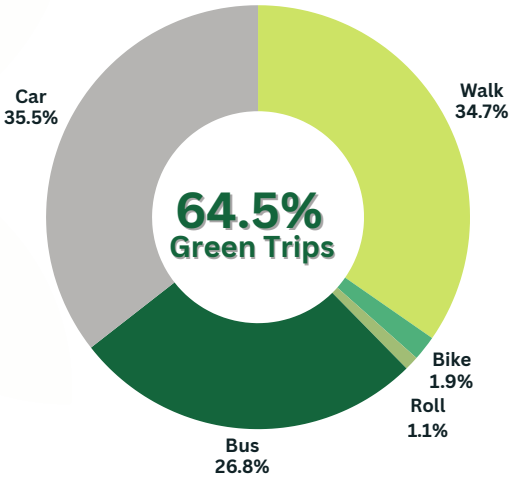
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Region-wide Green Trips

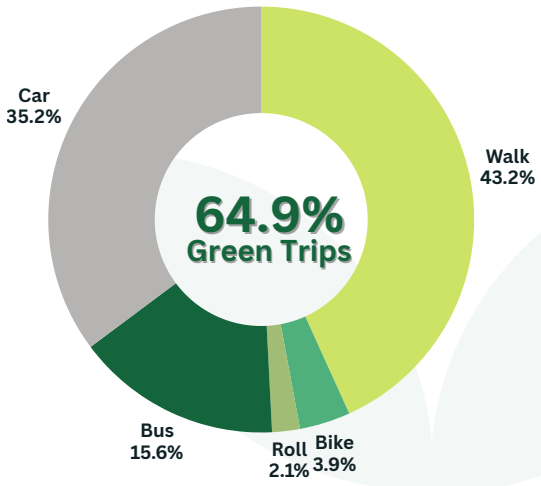


Based on the 2025 BikeWalkRoll survey data, **64.7%** of school trips across surveyed schools were green trips (sustainable modes of transport including biking, walking, rolling, and busing). Of these trips, about **46.2%** were active modes of transportation.

Board-wide Green Trips

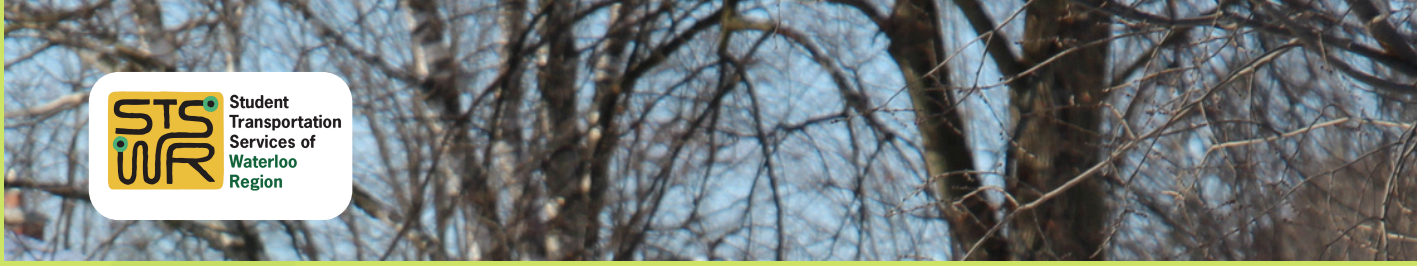


WCDSB



WRDSB

The Green Trips Score combination of busing with active travel shows a similar split between sustainable and non-sustainable modes of travel in both boards. Where BikeWalkRoll scores show a gap between WCDSB **(37.7%)** and WRDSB **(49.2%)**, the boards are level at about **65%** Green Trips in 2025. Roughly the same percentage of students are driven even though WCDSB has larger catchment areas and therefore relies on more busing.



PROGRAM RESULTS

Winter Walk Day

February 4, 2026

Thirty-three (33) schools participated in Winter Walk Day on February 4, 2026. The day brought frigid temperatures below -9 and light snow across the region. With cloud coverage most of the day, it was a perfect day to demonstrate that Canadian students walk in winter weather!

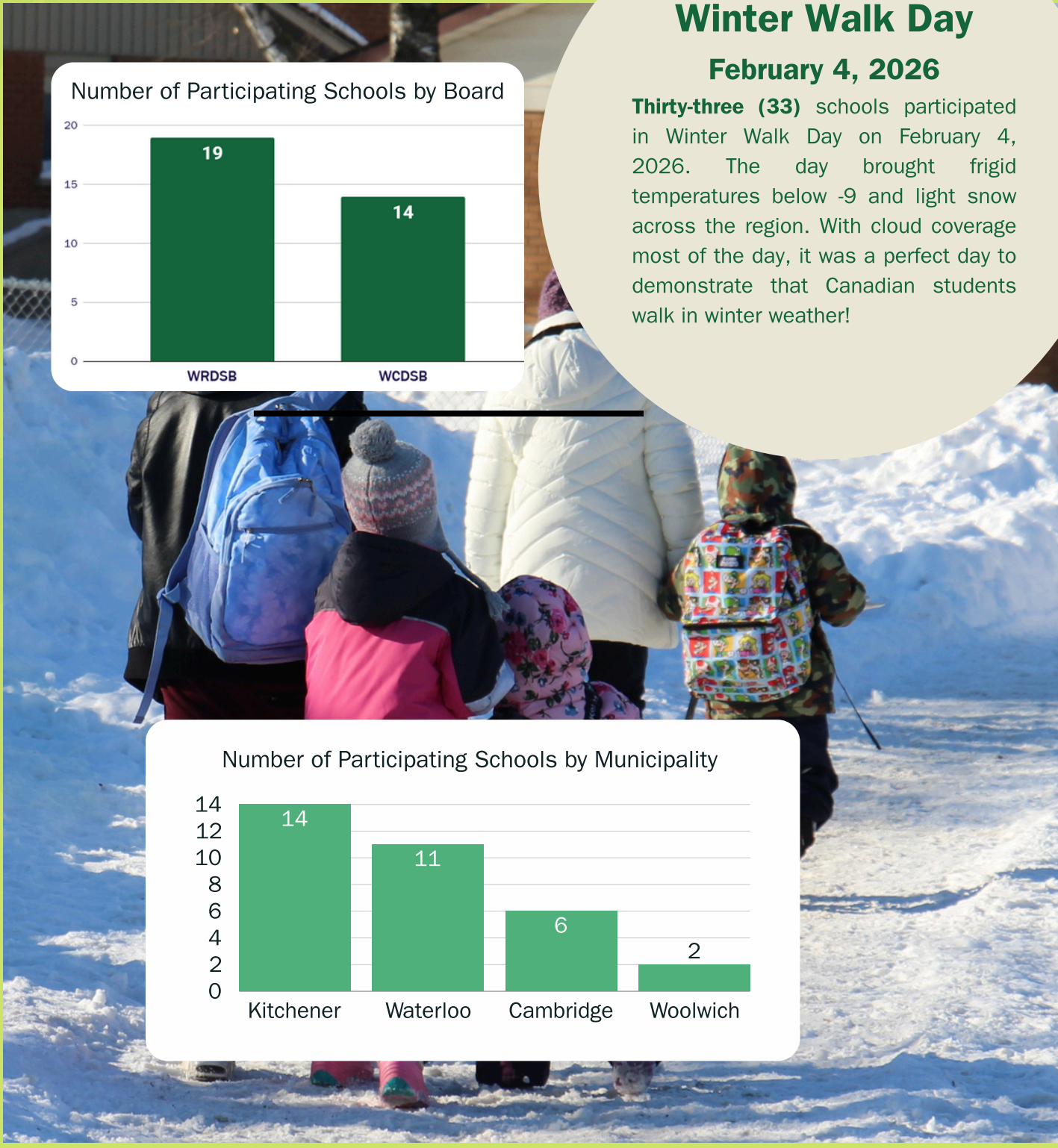


Photo credit: STSWR

Student Transportation Services of Waterloo Region

PROGRAM RESULTS

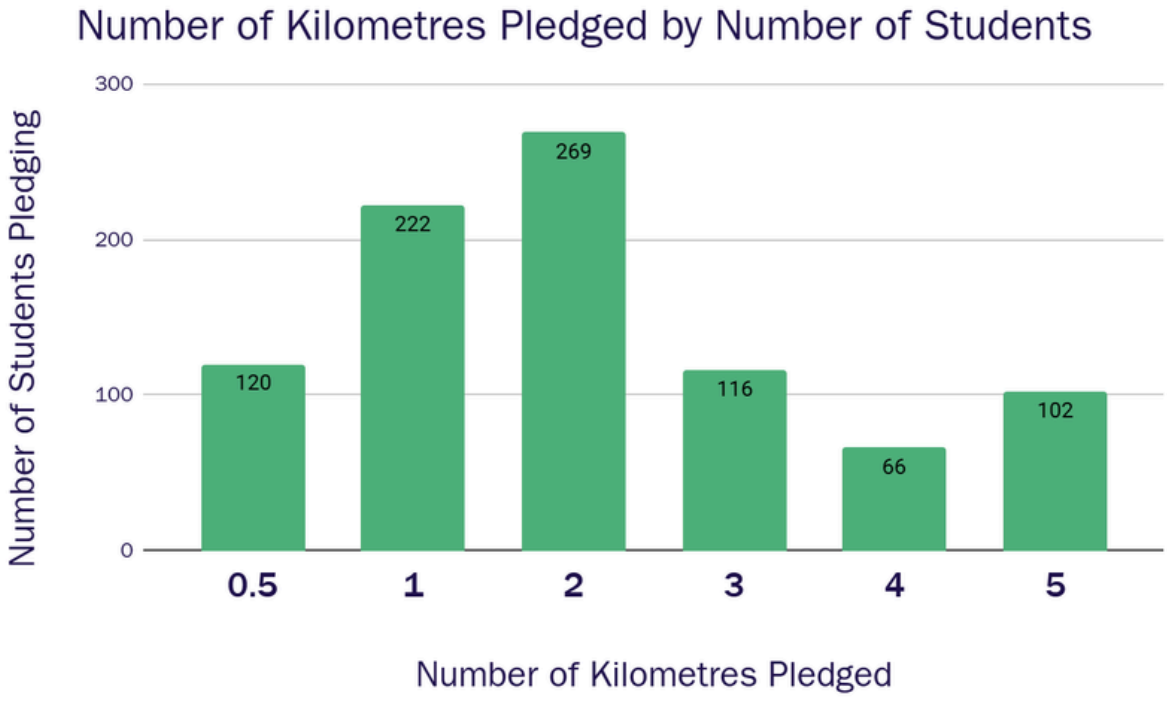


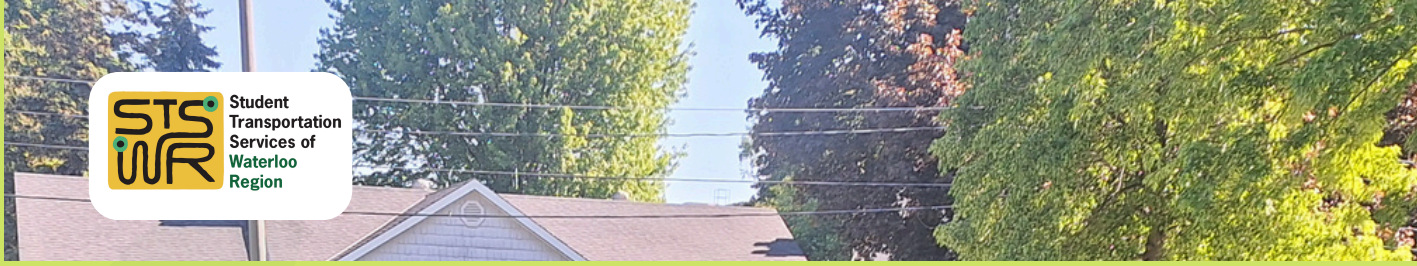
Walk for the Earth

April 22, 2026

896 students registered for the Walk for the Earth contest and pledged to walk anywhere from .5 to 5 kms each on Earth Day. In total, **1942** kilometres were pledged!

Students were urged to choose active travel to reduce pollution, enjoy nature, improve air quality, and create cleaner, greener communities. A random draw awarded five students quality re-usable water bottles and a set of Walk for the Earth stickers.



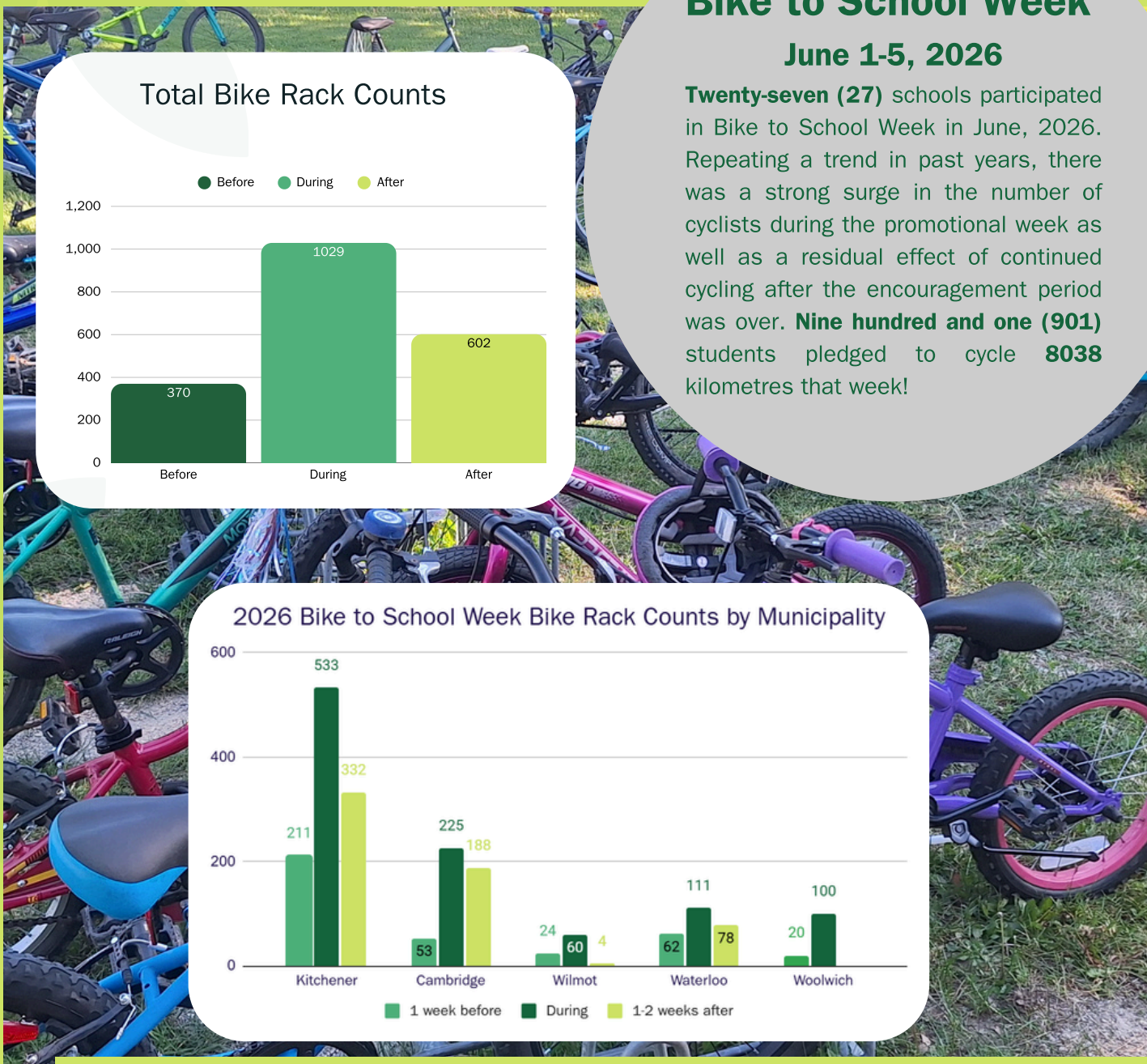


PROGRAM RESULTS

Bike to School Week

June 1-5, 2026

Twenty-seven (27) schools participated in Bike to School Week in June, 2026. Repeating a trend in past years, there was a strong surge in the number of cyclists during the promotional week as well as a residual effect of continued cycling after the encouragement period was over. **Nine hundred and one (901)** students pledged to cycle **8038** kilometres that week!



Method: Data was collected by school administrators by counting the number of bikes in school bike racks. "Before" data was collected on Wednesday prior to Bike to School Week; "during" data was collected midweek on Bike to School Week, and "after" was collected 1-2 weeks after the event. Seven (7) schools did not provide post-event data, so the "after" number is an under-representation of the residual effect of the event.

Photo credit: STSWR



SCHOOL HIGHLIGHTS

Cedar Creek P.S.

Gold

Cedar Creek P.S. engaged police, bylaw, Township Council, students, caregivers and STSWR to address safety risks and increase active travel. Safety improvements were established, as were permissions to use a Drive to 5 location at the nearby firehouse. Most exciting, the Trailblazer team designed and promoted a Walk ‘n Roll contest urging students to use active travel and the winner was Principal for a day!





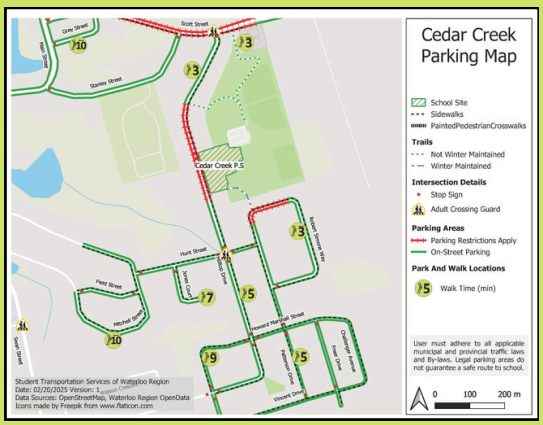


Photo printed with permission from Cedar Creek P.S. Principal Stephanie Morris

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SCHOOL HIGHLIGHTS

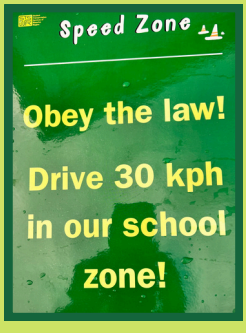
Lackner Woods P.S.

Gold

Lackner Woods P.S. earned Gold by participating in Drive to 5 and School Zones are for Kids, communicating safety messages to families, promoting several events, supporting a new standing foot patrol location, and conducting data collection. Caregivers at the school organized a “Speedzone” booth at both fall and spring fairs that drew attention to new speed limits in the school zone and offered alternatives to driving.









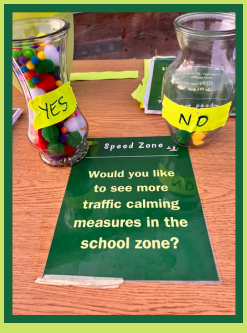


Photo credit: STSWR

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SCHOOL HIGHLIGHTS

St. Nicholas

Silver

St. Nicholas was recognized for actions including participation in both Sidewalk Smarts and Cycling Smarts programs, so that all students in grades 3, 4, and 5 received one of these forms of road safety education. They also shared Drive-to-5 maps with the community, distributed pedestrian skill magnets for Junior Kindergartners, promoted events like Walk for the Earth, and provided administrative oversight when necessary to ensure safe traffic flow.



Photo credit: STSWR

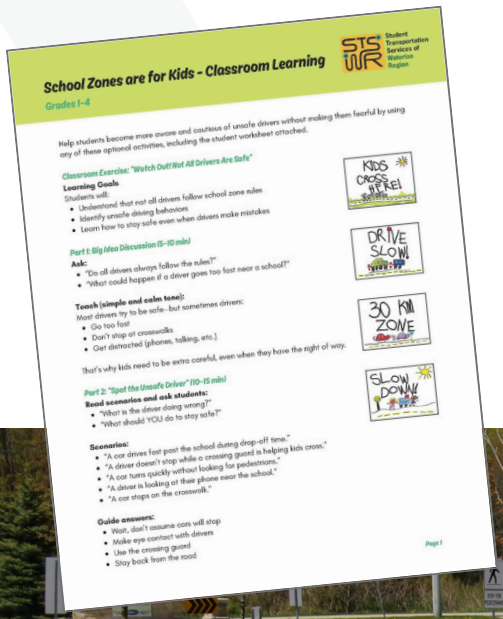
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SCHOOL HIGHLIGHTS

Janet Metcalfe P.S.

Silver

Emily, Aluna, Lotti and Danielle were Kindergartners at Janet Metcalfe P.S. when they created four pieces of art to demonstrate messages they wished every driver would see. Their point is clear and important; and their signs not only remind drivers to slow down, but also remind them who is at greatest risk. Now, 90 schools have posted their signs and it's possible that every local driver has seen them!


School Zones are for Kids - Classroom Learning

Grades 1-4

Help students become more aware and cautious of unsafe drivers without making them fearful by using any of these optional activities, including the student worksheet attached.

Classroom Exercise: "Watch Out! Not All Drivers Are Safe"

Learning Goals

Students will:

- Understand that not all drivers follow school zone rules
- Identify unsafe driving behaviors
- Learn how to stay safe even when drivers make mistakes

Part 1: Big Idea Discussion (5-10 min)

Ask:

- "Do all drivers always follow the rules?"
- "What could happen if a driver goes too fast near a school?"

Teach (simple and calm tone):

Most drivers try to be safe - but sometimes drivers:

- Go too fast
- Don't stop at crosswalks
- Get distracted (phones, talking, etc.)

That's why kids need to be extra careful, even when they have the right of way.

Part 2: "Spot the Unsafe Driver" (10-15 min)

Read scenarios and ask students:

- "What is the driver doing wrong?"
- "What should YOU do to stay safe?"

Scenarios:

- "A car drives fast past the school during drop-off time."
- "A driver doesn't stop while a crossing guard is helping kids cross."
- "A car turns quickly without looking for pedestrians."
- "A driver is looking at their phone near the school."
- "A car stops on the crosswalk."

Guide answers:

- Wait, don't assume cars will stop
- Make eye contact with drivers
- Use the crossing guard
- Stay back from the road

Page 1



How Did School Travel Planning Help?

When teacher Julie Breen reached out to the School Travel Planner with artwork and an idea for yard signs in 2024, we took her up on the challenge. With no budget set aside for such a project, we wrote a proposal for a Road Safety Community Partnership Program grant from the Ministry of Transportation when it next became available in summer, 2025. We learned of the award in January 2026 and we quickly set to work with Julie and Principal Beth Creighton to plan, organize, modify, print, and deploy the sign campaign that included guidelines for sign placement, driving tips for families, and classroom exercises for students.

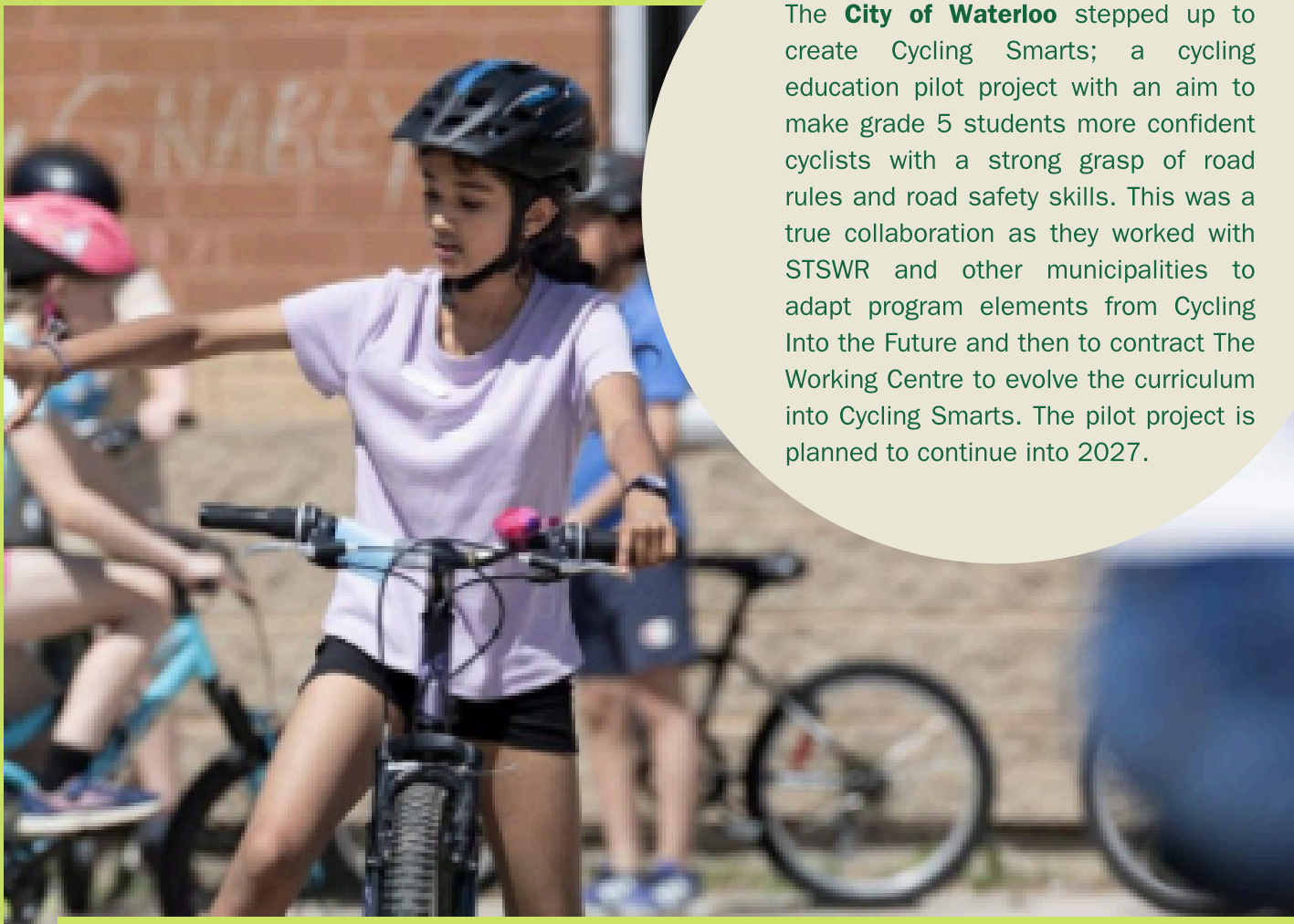
Photo credit: STSWR

Student Transportation Services of Waterloo Region

PARTNER SPOTLIGHT

City of Waterloo

The **City of Waterloo** stepped up to create Cycling Smarts; a cycling education pilot project with an aim to make grade 5 students more confident cyclists with a strong grasp of road rules and road safety skills. This was a true collaboration as they worked with STSWR and other municipalities to adapt program elements from Cycling Into the Future and then to contract The Working Centre to evolve the curriculum into Cycling Smarts. The pilot project is planned to continue into 2027.



How Did School Travel Planning Help?

Following the disbandment of Cycling Into The Future in 2022, STSWR spearheaded a review of the program by Stuckless Consulting over the next year and a half. Building on those insights, STSWR re-engaged key partners to plan the program's return. When the City of Waterloo launched its pilot project, STSWR actively supported development activities including decision making, designing slide decks and guidebooks, conducting school discovery meetings, coordinating with school board communications teams, facilitating media coverage, observing pilot delivery, and even directly assisting students learning to ride for the first time. Moving forward, STSWR remains committed to supporting the pilot to ensure more students receive high-quality road safety education and that they feel confident riding their bikes for everyday trips including their daily commute to school.

Photo credit: Mathew McCarthy/Waterloo Region Record

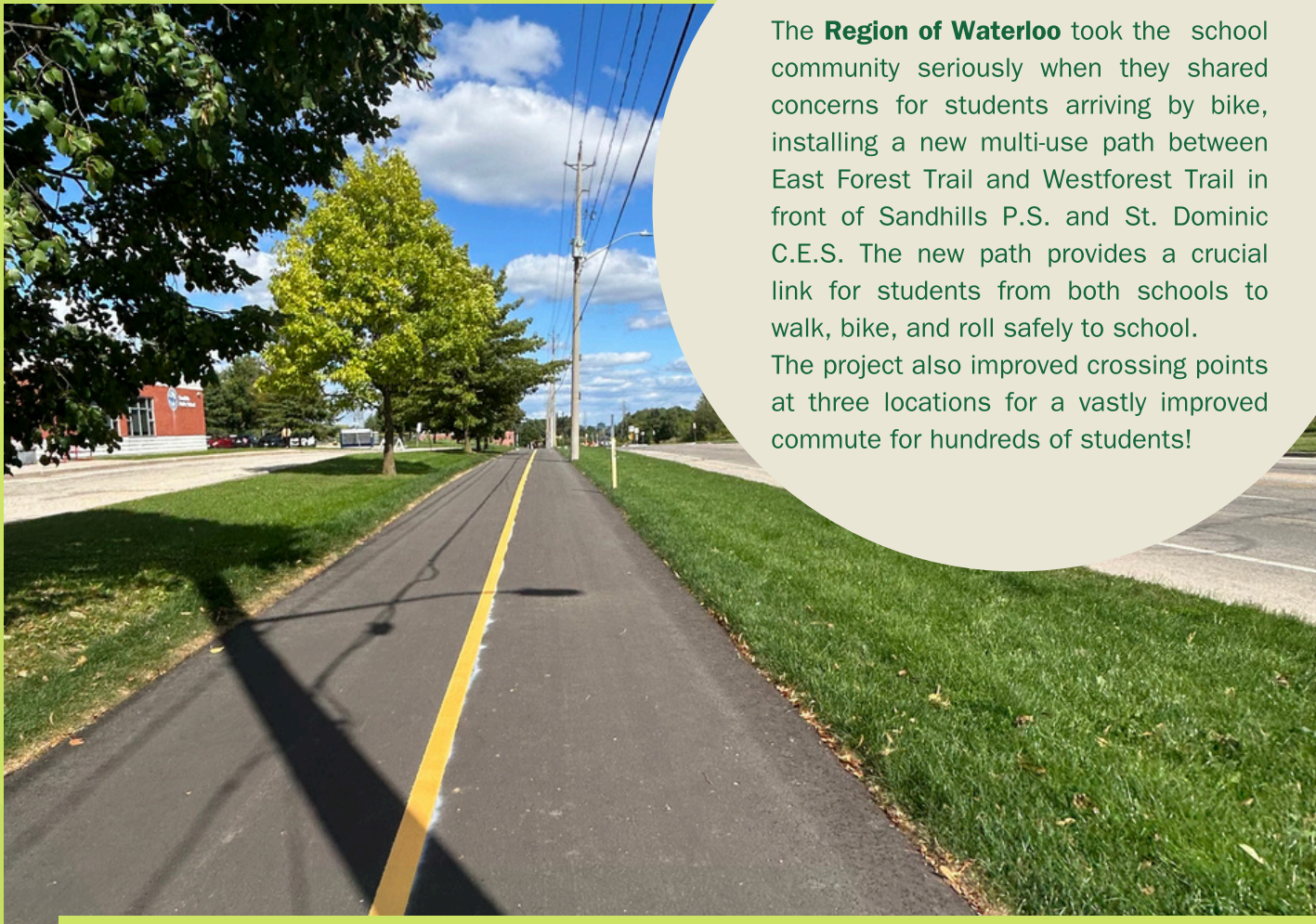


PARTNER SPOTLIGHT

Region of Waterloo

The **Region of Waterloo** took the school community seriously when they shared concerns for students arriving by bike, installing a new multi-use path between East Forest Trail and Westforest Trail in front of Sandhills P.S. and St. Dominic C.E.S. The new path provides a crucial link for students from both schools to walk, bike, and roll safely to school.

The project also improved crossing points at three locations for a vastly improved commute for hundreds of students!



How Did School Travel Planning Help?

The Sandhills School Travel Planning committee first identified a problem in 2023; they described how students faced undue risks cycling in a painted bike lane beside fast-moving vehicles on Victoria Street. Caregivers described how they were forced to ride around vehicles that stopped or parked in the bike lane near the school. STP Planners helped the school community collect parking data and transportation mode share data on a number of days, plan and execute a school-wide cycling education day, and organize two bike buses to demonstrate the need and the potential uptake of cycling to school. STP Planners also brought interest holders together to look at the problem, examine evidence, and plan interventions. Finally, the team worked with partners at the Region of Waterloo by providing further data and crafting communications for the school community for an easy transition around construction.

Photo credit: STSWR

Student Transportation Services of Waterloo Region

UNSUNG HEROES



Katie Smith

Parent

Katie is a cycling and walking parent who first offered a bit of help at a bike rodeo, and quickly stepped in to lead the charge on bike buses, coordinating walking school bus routes, running an active travel booth at the school fair, dreaming up roadside demonstrations, and sharing insights with Regional council.



Charlie

Student

Charlie has been actively working towards the betterment of his school and his community. He joined the STSWR research project focused on the Fairway roundabout this summer. He also participated in one of the two Notre Dame walking groups that were formed to lower the number of cars while increasing student safety.



Julie Breen

Teacher

Julie really heard her Kindergarten students when they told her they had trouble crossing the street to get to school. She led them to create posters to share their safety messages with drivers, and Julie reached out to STSWR to make the posters into roadside signs. But her work didn't stop there; she also gained permissions to use the art, helped to plan a press conference, and coached the artists to speak at the event. Through this project, she brought a real-life, real-time, real-impact learning opportunity to her students!



Photos printed with permissions

Student Transportation Services of Waterloo Region

ABOVE AND BEYOND

The following activities go above and beyond the traditional realm of STP work, and contribute to better programs, better policies, or better active travel opportunities for students.

Cycling Smarts Piloted
STSWR supported a partnership between the City of Waterloo and The Working Centre to pilot a cycling education program for grade 5 students. It was tested in two schools in spring 2026 and then adapted for a second phase in fall 2026. More to come!

Onsite Trailblazer Training
STP Planners increased participation in Trailblazer training by moving delivery from a centralized location to the schools so students learn in their own neighbourhoods. Doing so eased day trip issues and allowed a more local focus.

School Streets Learning
STSWR continued to participate in learning sessions delivered by 8/80 Cities alongside partners from the City of Waterloo throughout the 2025-26 school year to evaluate whether a local project was possible. Ultimately, the risk was deemed too high to continue the project.

School Zones are for Kids
The school zone yard-sign project was expanded from 38 school in spring to 90 schools in fall 2026. Look for these signs periodically this school year.

CAA Standing Foot Patrol
STSWR brought municipal partners together to develop new protocol and a standardized approach to the Waterloo region CAA Standing Foot Patrol program, resulting in a new process that includes strong site evaluation criteria and annual reviews of crossing locations.

WRPS Bike Rodeo
STSWR brought bike decorating and reflective safety to 480 students at the Waterloo Region Police Services' Bike Rodeo in April 2026.

Provincial Network Leadership
Research conducted in 2023-24 under STSWR's co-leadership concerning the Highway Traffic Act's definition of a school zone culminated in a letter to the Ministry of Transportation and a new network of practitioners from the transportation, education, and public health sectors who wish to work together towards safer school zones.

Expertise Shared
Lyon Metropolitan Area Urban Planning Agency consulted with STSWR regarding STSWR's Trailblazer Program as part of building municipal policy that supports children's development in urban contexts. More locally, STSWR provided extensive input on a proposed Official Plan for Woolwich Twp.

Crossing Guard of the Year
STSWR worked with all cities and townships in the Waterloo region to hold Crossing Guard Appreciation week and to honour a Crossing Guard of the Year. **Lorraine Death** at Wilson Ave P.S. took home the award. Lorraine has been a guard for over 40 years!

Memberships
The School Travel Planning team participates in various organizations to promote and learn about enduring work towards children's safe and independent travel:

- *Active School Travel Canada - member*
- *Ontario Association of School Board Officials - member*
- *Ontario School Safety Zones Provincial Network - co-chair*
- *Ontario Traffic Council - member*
- *United States Safe Routes Partnership - learner*

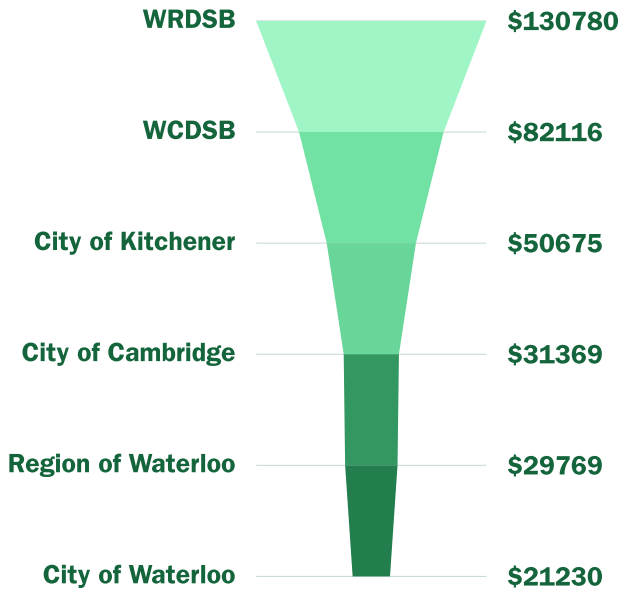
Student Transportation Services of Waterloo Region

FINANCIALS

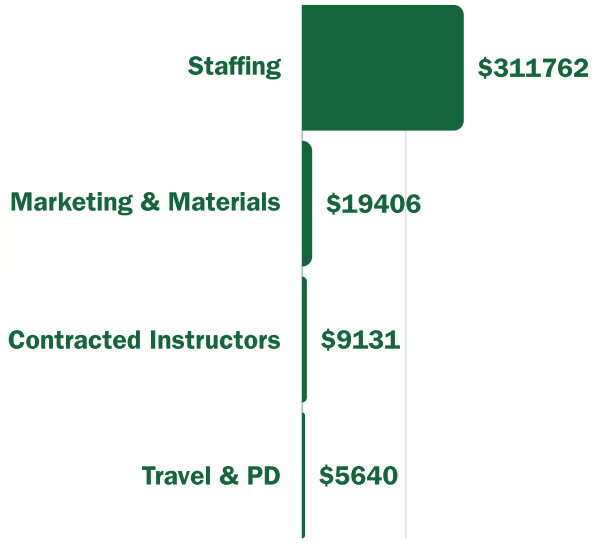
Funding for STP work is shared between municipalities and school boards depending on the number of schools in their jurisdiction. Municipalities cover 40% of the forecasted budget and the school boards cover the remainder of the actual spend. For work done in the 2025-26 school year, the split was roughly:

- **WRDSB - 38%**
- **WCDSB - 24%**
- **City of Kitchener - 14.5%**
- **City of Cambridge - 9%**
- **Region of Waterloo - 8.5%**
- **City of Waterloo - 6%**

Contributions



Expenses



The bulk of the STP budget provides staff to consult with schools, plan and implement school travel action plans, develop and create program materials, deliver training, collect and collate data, build maps, plan and coordinate events and contests, and provide consultation to caregivers, school officials, municipal leaders, and residents.

The rest of the budget supports the planning and provision of first-in-class programs and services with materials, contracted instructors, travel, and professional development.

Student Transportation Services of Waterloo Region

GOALS

Outcomes of goals shared in the 2024-25 STP annual report:

Focus on proven tactics

- ✓ Decluttered and archived action plans
- ✓ Analyzed actions at top schools
- ✓ Documented 17 standard operating procedures

Expand map set

- ✓ Cleaned Drive to 5 map set
- ✓ Posted pdf and jpeg formats to website
- ✓ Early planning for active routes to school maps

Improve safety education

- ✓ Evaluated Trailblazers and Sidewalk Smarts
- ✓ Overhauled Trailblazer training slide deck and added “card deck” filled with tips and tools for students
- ✓ Created engagement opportunities for Trailblazer groups

Increase access to information

- ✓ Supported transition to new, more accessible STSWR website
- ✓ Added more family and school materials to website

The new year brings new goals to reach a place where every child walks or rolls for part or all of the school journey:

Focus on proven tactics

- ☐ Document 8 additional standard operating procedures

Enhance map set

- ☐ Rebrand Drive to 5 Maps

Improve safety education

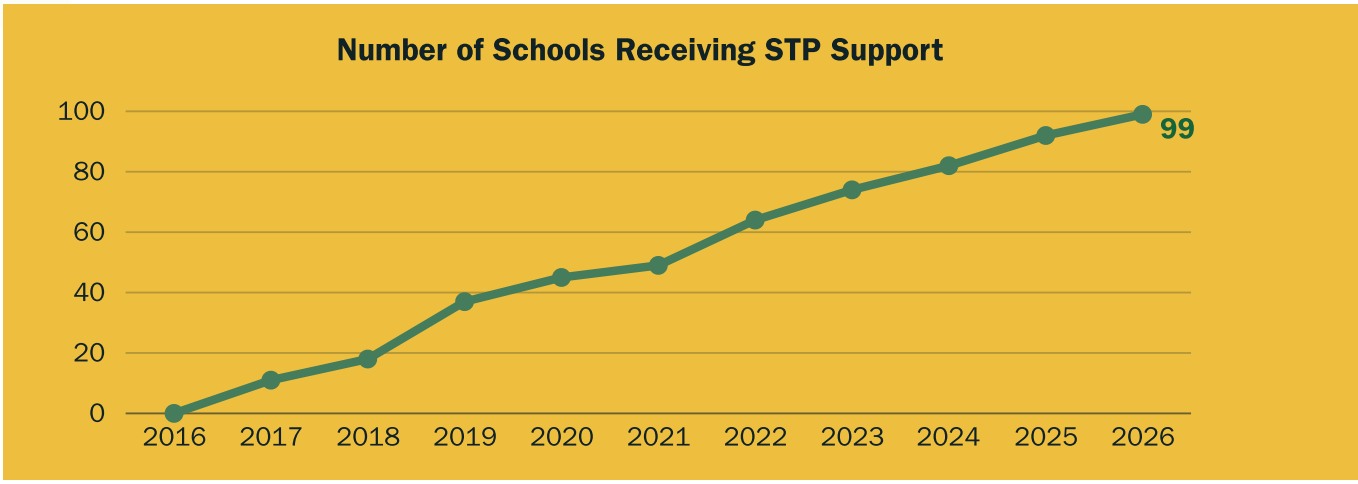
- ☐ Refresh Sidewalk Smarts training materials
- ☐ Create cycling skills and pedestrian skills education kits for classroom use
- ☐ Create ready-to-use road safety slide deck for school use

Increase access to information

- ☐ Post resource list for schools on the website

Respond to new school requests

- ☐ Increase number of schools receiving STP support to more than 100!



APPENDIX A

STP School Rankings

Champion	Chicopee Hills	Kitchener	WRDSB
Champion	Groh	Kitchener	WRDSB
Champion	Oak Creek	Kitchener	WRDSB
Champion	Sandhills	Kitchener	WRDSB
Champion	Wilson Avenue	Kitchener	WRDSB
Champion	Cedar Creek	North Dumfries	WRDSB
Champion	Edna Staebler	Waterloo	WRDSB
Gold	Janet Metcalfe	Kitchener	WRDSB
Gold	Lackner Woods	Kitchener	WRDSB
Silver	Blair Road	Cambridge	WRDSB
Silver	Clemens Mill P.S.	Cambridge	WRDSB
Silver	Saginaw	Cambridge	WRDSB
Silver	St. Peter	Cambridge	WCDSB
Silver	Cameron Heights CI	Kitchener	WRDSB
Silver	Courtland	Kitchener	WRDSB
Silver	Franklin	Kitchener	WRDSB
Silver	Holy Trinity	Kitchener	WCDSB
Silver	Trillium	Kitchener	WRDSB
Silver	St. Nicholas	Waterloo	WCDSB
Bronze	Avenue Road	Cambridge	WRDSB
Bronze	Central	Cambridge	WRDSB
Bronze	Galt Collegiate	Cambridge	WRDSB
Bronze	Hillcrest	Cambridge	WRDSB
Bronze	Holy Spirit	Cambridge	WCDSB
Bronze	Jacob Hespeler SS	Cambridge	WRDSB
Bronze	Moffat Creek	Cambridge	WRDSB
Bronze	Our Lady of Fatima	Cambridge	WCDSB
Bronze	Preston	Cambridge	WRDSB
Bronze	Silverheights	Cambridge	WRDSB
Bronze	St. Augustine	Cambridge	WCDSB
Bronze	St. Michael	Cambridge	WCDSB
Bronze	Bridgeport	Kitchener	WRDSB

Bronze	Brigadoon	Kitchener	WRDSB
Bronze	Forest Hill	Kitchener	WRDSB
Bronze	Howard Robertson	Kitchener	WRDSB
Bronze	J.W. Gerth	Kitchener	WRDSB
Bronze	Jean Steckle	Kitchener	WRDSB
Bronze	King Edward	Kitchener	WRDSB
Bronze	Notre Dame	Kitchener	WCDSB
Bronze	Pioneer Park	Kitchener	WRDSB
Bronze	Saint John Paul II	Kitchener	WCDSB
Bronze	Southridge	Kitchener	WRDSB
Bronze	St. Anne (K)	Kitchener	WCDSB
Bronze	St. Daniel	Kitchener	WCDSB
Bronze	St. John's	Kitchener	WCDSB
Bronze	St. Mark	Kitchener	WCDSB
Bronze	St. Patrick	Kitchener	WCDSB
Bronze	St. Timothy	Kitchener	WCDSB
Bronze	Suddaby	Kitchener	WRDSB
Bronze	Willow River	Kitchener	WRDSB
Bronze	St. Brigid	North Dumfries	WCDSB
Bronze	Abraham Erb	Waterloo	WRDSB
Bronze	Laurelwood	Waterloo	WRDSB
Bronze	Lincoln Heights	Waterloo	WRDSB
Bronze	MacGregor	Waterloo	WRDSB
Bronze	Mary Johnston	Waterloo	WRDSB
Bronze	Our Lady of Lourdes	Waterloo	WCDSB
Bronze	Resurrection	Waterloo	WCDSB
Bronze	St. Agnes	Waterloo	WCDSB
Bronze	St. Luke	Waterloo	WCDSB
Bronze	St. Matthew	Waterloo	WCDSB
Bronze	Vista Hills	Waterloo	WRDSB
Bronze	Waterloo Collegiate Institute	Waterloo	WRDSB
Bronze	Park Manor Senior	Woolwich	WRDSB
Bronze	St. Boniface	Woolwich	WCDSB

Explorer	Coronation	Cambridge	WRDSB
Explorer	Elgin St.	Cambridge	WRDSB
Explorer	Hespeler	Cambridge	WRDSB
Explorer	Manchester	Cambridge	WRDSB
Explorer	St. Anne (C)	Cambridge	WCDSB
Explorer	St. Benedict	Cambridge	WCDSB
Explorer	St. Elizabeth	Cambridge	WCDSB
Explorer	St. Margaret of Scotland	Cambridge	WCDSB
Explorer	St. Teresa of Calcutta	Cambridge	WCDSB
Explorer	St. Vincent de Paul	Cambridge	WCDSB
Explorer	Blessed Sacrament	Kitchener	WCDSB
Explorer	Canadian Martyrs	Kitchener	WCDSB
Explorer	Crestview	Kitchener	WRDSB
Explorer	Grand River CI	Kitchener	WRDSB
Explorer	Hillside	Kitchener	WRDSB
Explorer	Huron Heights	Kitchener	WRDSB
Explorer	J.F. Carmichael	Kitchener	WRDSB
Explorer	John Sweeney	Kitchener	WCDSB
Explorer	Mackenzie King	Kitchener	WRDSB
Explorer	Monsignor Haller	Kitchener	WCDSB
Explorer	Shepphard	Kitchener	WRDSB
Explorer	Smithson	Kitchener	WRDSB
Explorer	St. Dominic Savio	Kitchener	WCDSB
Explorer	St. Josephine Bakhita	Kitchener	WCDSB
Explorer	St. Teresa Kitchener	Kitchener	WCDSB
Explorer	Williamsburg	Kitchener	WRDSB
Explorer	Lexington	Waterloo	WRDSB
Explorer	Millen Woods	Waterloo	WRDSB
Explorer	Winston Churchill	Waterloo	WRDSB
Explorer	Forest Glen	Wilmot	WRDSB
Explorer	Grandview (NH)	Wilmot	WRDSB
Explorer	John Mahood	Woolwich	WRDSB
Explorer	Riverside	Woolwich	WRDSB

APPENDIX B
STP Method

Ontario Active School Travel provides a toolkit and procedure that STSWR uses to guide STP processes. According to their website:

"School Travel Planning is a community-based model for implementing active school travel that systematically addresses barriers to and incentives for walking to school. School Travel Planning strengthens local commitment to active school travel.

"School Travel Planning (STP) is a proven cost-effective way to get more kids walking and wheeling to school. When effectively coordinated and implemented, it results in positive travel behaviour changes with health, safety, environmental, and economic benefits.

"Through STP, school and community stakeholders collaborate to create and implement school-level action plans that use all of the 5 areas to:

- address ongoing transportation and traffic safety problems
- increase the number of students using active and sustainable modes for all or part of the journey to school.[1]"

The 5 areas include:

1. **Education** – teaching students and community members about active transportation options and ensuring they have the skills to be safe near traffic
2. **Encouragement** – using events, activities, support systems, and incentives to promote active school travel
3. **Engineering** – working with partners to make improvements to the built environment on and off school property to increase safety; "the majority of the studies finding null effects on AST only focused on non-infrastructure strategies through either educational (Ducheyne et al, 2014; McMinn et al., 2012) or encouragement tactics (Bungum et al., 2014; Sayers et al., 2012; Hunter et al., 2015) without addressing environmental barriers.[2]"
4. **Reinforcement** – partnering with police and bylaw officers on traffic and crime concerns in the neighborhoods around schools and along school routes, encouraging administrators to supervise traffic on school property, and encouraging parents/guardians to abide by traffic laws while reinforcing better drop-off behaviours
5. **Evaluation** – bringing attention to the mode split and assessing the effectiveness of the interventions

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[1] https://ontarioactiveschooltravel.ca/school-travel-planning/ extracted October 28, 2020.
[2] Mammen, George. School Travel Planning in Canada: A Holistic Examination of Program Impact on Active School Travel. University of Toronto, Graduate Department of Exercise Sciences. 2016; pp. 31.

APPENDIX C
Intervention Descriptions

STSWR supports or delivers the following interventions to boost active school travel and improve safety on school routes:

Bike Bus – An organized system of getting children to school on bikes under the supervision of qualified adult volunteers.

Bike to School Week – Celebrates active modes of transportation like cycling and wheeling across Ontario. In Waterloo region, municipal partners provide incentives to join a region-wide celebration.

BikeWalkRoll – An in-class hands-up survey that allows schools to discover their modal split so they know how many children are walking, cycling, rolling (includes scootering and mobility devices), riding city transit, riding school buses, or being driven to school. This information is particularly useful in the action planning stage of school travel planning.

CAA Standing Foot Patrol – Trains student leaders to monitor school crossings by ensuring students cross roads near their school in a safe and responsible manner. Unlike Adult Crossing Guards, Patrollers do not stop or direct traffic. This program is provided by CAA through STSWR in partnership with Waterloo Region Police Services, and the cities of Cambridge, Kitchener, and Waterloo.

Community Road Model – Asks all road users to pledge to obey traffic laws, use active transportation more often, and to be courteous road users. Students take the pledge in class and a take-home discussion primer helps students encourage their parents or guardians to take the pledge, drive more safely, and place decals in vehicle windows.

Drive-to-5 Maps – Identifies safe and legal street parking a short distance away from the school to disperse congestion and leave school access points safer for children on foot. This program is a steppingstone towards active travel for hesitant parents.

Family Survey – a short online questionnaire that asks caregivers which travel modes their students use for the school journey and why, helping School Travel Planners understand travel patterns and identify ways to make active commuting safer and easier.

Kindergarten Package – Introduces parents to the expectation that our smallest children are able to walk to the bus stop or to school with supervision, and helps parents teach their children about walking and road safety. Can include milestone magnets outlining coaching how-tos and Kindergarten orientation flyers and presentation slides.

Parking Restriction Request Support – Helps schools build a case to advocate for changes to parking restrictions when and where necessary.

Sidewalk Smarts – Introduces grades 3 and 4 students to complex pedestrian skills. Students learn in-class and then practice skills curbside to get real life experience on familiar streets. Students take home a checklist that parents can use to gauge their child(ren)'s readiness to actively travel independently.

Trailblazers – Trains student walking experts who walk preferred routes to school wearing class II safety vests. This program provides greater visibility of active school commuters, provides a greater level of pedestrian skill knowledge on school routes, and helps to highlight preferred routes to other students.

Walk for the Earth – a contest, urging students to take climate action by leaving the car at home on Earth Day.

Walking School Bus – An organized system of getting children to school on foot under the supervision of qualified adult volunteers.

Winter Walk Day – a Region-wide event held on the first Wednesday of February to celebrate those who walk in all weather and to encourage those who don't to try it.



Student Transportation Services of Waterloo Region

THANK YOU!



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