

## WINNIPEG SCHOOL DIVISION

### **WARD 1**

Heather CARDONA –

“Schools can be leaders in the education, policy development, and practice of sustainable community initiatives including the promotion of active transportation. Opportunities for cycling and walking influence the activity level and health of our youth and all citizens as well as decrease pollution levels in our municipality. Planning active transportation models for our schools provides an opportunity to understand our communities in a more cohesive, holistic manner.

School-aged children are developing knowledge, skills, and habits about sustainability and health that become the foundation for their actions as adult citizens. Schools can build awareness through education programs such as outdoor classrooms, community walks, and building sustainability and healthy living into school curriculum. They can develop policies that encourage active transportation models and environmental considerations such as idle-free zones around school areas. Schools can also establish targeted safety interventions such as adult cross-guards at elementary schools with busy intersections, bike and road safety programs, and walking school bus programs. The Board of Trustees can collaborate with the city to develop standards for safer pedestrian and cycling conditions especially around school communities.

Implementation of AT systems requires a multidisciplinary approach involving leadership, policy-development, infrastructure, and education. As a future trustee, I will support partnerships with stakeholders whose mandates focus on community education, health, and safety including parents, police, educators, engineers, and AT planners to decipher barriers to AT in our communities and develop solutions which make AT safe, efficient, convenient and fun. These initiatives invite and encourage citizens of all ages to be more active in their daily lives, creating a healthier, more connected, and more environmentally-sustainable future.”

Paul GUISE –

As a parent (as well as a candidate), I believe strongly in building active, healthy lifestyles with our children, and I choose to lead by example. My son and I walk to and from school almost every day, all year long. Occasionally we spice things up with a scooter or bicycle, and in the spring we host Friday "Fun Rides": these after school rides are casual, fun, and open for anyone with a bicycle and helmet (and, generally, a parent).

In addition, I am currently helping to develop a learn-to-ride program at Montrose school, which we hope to launch in the Spring for children in grades 1-4. By teaching our children effective cycling skills we can build their confidence, leading to active transport as an everyday choice. The fact that it's so much fun is also a bonus!

Luigi IMBROGNO –

“Making sure that children can safely walk and bike to school is a very big concern of mine. The new by-law making the speed limit 30km in school zones was a great start. Children will be safer when walking and biking to and from school. Another great way to get kids involved in active transportation is for teachers of younger student to go over safety issues when walking and biking, such as looking both ways, don't talk to strangers, etc. Also if schools were to designate a week or more in the school year where kids would be encouraged to walk to school to get a classroom prize or something along those lines, and they could have teachers standing at major intersections close to the school before school and after school to help children cross the road.”

David LOBSON – no response at this time.

Sheri OBERMAN –

“I think the entire city should be more focused on active transportation. We suffer from urban sprawl and in that regard it becomes difficult due to distances to and from school.

The role of the school board in ensuring that students can get to school safely via walking or biking and not driving is advocating for building community schools for new schools. Schools where the population is spread out more over a wider swath of land is the effect of urban sprawl and the result of a larger catchment area.

One way the school division can help is to advocate for urban density and shortening the distance to and from school as shorter distances are safer for children to walk.

High schools and junior highs can offer space to safely lock bicycles and advocate for bike paths so the cyclists are not sharing the road with motorists. Teaching bike safety and share the road is important, keeping the patrol program and reduced speed zones around schools. All these things help with the safety of AT to and from school.

In Ward 1, I would advocate for a flyover for Kenaston so kids don't have to cross the busy street. I think the school board can lobby the city to provide safe alternate routes for active transportation to busy roadways.

I would be a big advocate to looking at the budget differently and encouraging investment in active transportation and finding links with other healthy living and environmental priorities.

When you encourage active transportation you also encourage people to be out in all sort of weather. It's good for people to be out of doors and we have to encourage people to enjoy it.”

Sherri ROLLINS – no response at this time.

Marilyn SIMON – no response at this time.

## WARD 2

Steve BRODA-MILIAN –

“The Active and Safe Routes to School section of your (Green Action Centre) web site is quite comprehensive and well organized. I especially appreciate that there is specific information for both families and school personnel.

The Green Action Centre document, “Saving Money and Time with Active School Travel,” represents, to me, fundamental information regarding active transportation in Manitoba. While I have not studied the document in detail, I do note that policy is addressed (Role of Policy, Appendix A). The primary function of a school board is the determination of policy. This document, as well as the “Guide for Sustainable Schools in Manitoba” and Winnipeg School Division’s (WSD) “Sustainable Development Program” would provide trustees relevant information regarding active transportation to and from school, policy decisions.

My understanding of the WSD sustainable development document is that WSD is currently addressing transportation sustainable development via:

- § planning school bus routes to minimize fuel consumption,
- § continuing the use of bio fuels,
- § acquiring fuel efficient vehicles and busses where practical,
- § promoting “no idle” zones in the vicinity of schools and other WSD properties (Riverview School has a no idling zone).

These initiatives do not, I know, directly represent active transportation but do demonstrate that WSD recognizes the significance of sustainable development. Active transportation, I believe, falls within the context of sustainable development and goes further by encouraging healthy, safe physical activity.

In Winnipeg School Division (WSD) Ward 2, both Lord Roberts and Riverview (elementary schools) are surrounded by reduced speed zones (30 km./hr.), as is the Diagnostic Learning Center (DLC), housed at Ashland School. Fort Rouge (elementary school), located in a high traffic area, has no reduced speed zones. Nor do high schools Churchill and Collège Churchill. I recall, having taught there, that a significant percentage of Fort Rouge School students travel to and from school via school bus. In addition to reduced speed zones at some schools, the three elementary schools have School Safety Patrol programs to assist students safely crossing streets near schools. The DLC serves the entire Winnipeg School Division. This means that most DLC students travel long distances and may attend half days. As a result, DLC students may be less likely to utilize active transportation.

Reduced speed zones and school safety patrols complement active transportation to and from school.

I whole heartedly support the development and implementation of active transportation school programs. It is my opinion that they are most appropriately undertaken at the local school level (i.e. parent councils and school personnel working together, perhaps with Green Action Centre staff, to address active transportation to and from school). The WSD Sustainable Development Program encourages parents and community partners to participate in school based sustainable development

committees/activities. Local schools are in a good position to note factors such as: neighbourhood traffic concerns, appropriateness of traffic control devices, security of active transportation equipment on school property, etc.”

Chris BROUGHTON – no response at this time.

Andrew GAMBY –

“Active transportation provides a number of benefits to students, families, and the community and should be strongly encouraged and supported. With that said, student safety needs to be a top priority. There are a number of practices outlined by the Green Action Centre that can increase child safety as they walk and bike to and from school, such as neighbourhood walkabouts, walking clubs, and walking or cycling groups with adult supervision.

In making a decision about which forms of active transportation are best it is important to acknowledge that each school has unique, individualized needs with regard to student transportation. If a school has a large catchment size with a number of major thoroughfares, it will certainly require different safety measures than a small school in a densely populated urban community. Because each school has individualized transportation needs, a collaborative approach is essential to ensure that each school’s unique safety requirements are being met.

As school trustee, I will work alongside parents, school staff, community leaders, city councillors and outside organizations to ensure that each school in my purview has an individualized safety plan for student transportation as well as the proper infrastructure within the community to provide safe, active transportation for students. To meet this need in our community, I will work diligently to establish open lines of communication so that safety practices are in place, assessed regularly, and improved upon whenever possible.”

Jennefer LARSEN –

“I will place a high priority on active transportation. I am an active transit commuter, travelling from South Osborne to William Avenue daily using the active transit corridor that runs through our community.

During the consultation with Lord Roberts Elementary School families about implementing staggered and early start times I felt a lack of knowledge about walking school buses contributed to negative response and decision not to pursue the discussion further at this time. As school trustee I will engage administrators and parent councils in education and implementation of walking school buses, drawing on the expertise of the Green Action Centre in this topic.

I plan to support the enforcement of reduced speed limits in school zones. Moreover, I believe that the Winnipeg School Division should maintain an engaged and consultative relationship with City Council to

further improve the development of active transit corridors in our communities so that they make sense as school routes.

I believe that recruiting a team of dedicated adult volunteers to patrol busy intersections, such as Osborne St. at Brandon Ave., Osborne St. at Morley Ave. and Jubilee Ave. at Nassau St. such as the patrolling system already being used by Gladstone School in our ward at Osborne St. at Gertrude Ave. is important to making children and parents feel safe about the route to school.

I plan to arrange a peer-to-peer dialogue between administrators and parent councils in the division to help identify and share best practices around creating safe and walkable routes to school.

I will support the legislation of helmets for the under 18 age group, helping facilitate discounted school helmet sales, in tandem with cycling safety education, and discounted school bike lock sales.

For more information on my positions as a school trustee candidate, your audience can visit my website [www.jenlarsen.ca](http://www.jenlarsen.ca) or email me at [jlarsen.schooltrustee@gmail.com](mailto:jlarsen.schooltrustee@gmail.com)”

## **WARD 3**

Lee DOERKSEN –

“Personal and family transportation is poised to undergo a revolution thanks to personal technology. This is very good news for Active Transportation advocates and parents around the world.

Although smart phones and watches are often maligned, their potential for active transportation is enormous. Combined with the Internet and Cloud-based services, personal devices can help track, schedule, coordinate and manage small and large scale active transportation programs.

Recent hardware and software advancements will make it possible for even community-based organizations to leverage technology into the promotion of 'body-powered' transport. Larger programs involving our public institutions could provide cost savings and health benefits, while also addressing safety and reliability at a very high level.

The benefits of active transport are clear. The best practice models we develop now can, and I believe will be systematized and shared throughout the world. We must develop and promote best practice now, then stand ready to leverage every new asset that comes available to us to better our children's health and safety.”

Mark WASYLIW –

“As an incumbent trustee I can advise you that I have been greatly concerned about the congestion of car traffic around the schools and the loss of active transportation as the default transport option for students and staff getting to and from our schools.

In my first term I have spoken out publicly about the congestion and traffic problems around Winnipeg School Division Schools. We have commuter traffic in 100 year old neighbourhoods that were not build to accommodate that many cars. This is an environmental and safety problem that needs addressing. I had a traffic survey conducted at the Winnipeg School Division to canvass the problems of commuter traffic in our schools. The results were unsurprising that at almost every school in the division there is severe traffic problems.

Some of the barriers to more active transportation in the Winnipeg School Division are as follows:

1. We have a “schools of choice policy” – that allows students to commute to any school in the division even outside their neighbourhood. This causes distortions in the student population with some schools being packed with commuter traffic and other neighbourhood schools underused. I believe in community schools where programs should be offered in every school so you don’t have to leave your neighbourhood school to go elsewhere. We need to encourage the development of parents sending their children to the community school and revisit how “schools of choice” is negatively effecting communities and causing more commuter car traffic.
2. Working and busy parents – we often hear that parents are rushing to get to work and have to “drop off” their children on their way to work. They tell us they don’t have the time to supervise their children’s active commute to School. The School Division needs to do more to educate parents and students about safe transportation to school and encourage parents to allow children to walk or bike to school. There is a perception it is not safe for them to do so and we need to change that. We currently have some schools that have bike/walk to school day. More of this public education needs to be done and implemented in every school in the division.

The other issue is what happens when the child actually gets to our school. If a parent has to leave early to get to a job or come late because of work we need a safe place for the children to be. This means increased and enhanced affordable before and after care programs –so children can walk/bike to school on their own and have a safe, structured program waiting for them when they arrive prior to school start.

The weather in Winnipeg plays a big part. In freezing cold temperatures there becomes safety concerns about children walking in long commutes. Currently with staffing policies and union contracts the school is only open at certain points in the day and we would have to put funds in to provide adult supervision in place on cold weather days to allow children to enter the school prior to the commencement of classes.

We currently have some schools that use a “walking school bus”. I am strongly in favour of this model and it may address some of the above issues. An adult employee of the WSD would have a route where they would pick up a group of kids either walking or on bike and escort them to school. The parents know their children are safe and supervised and could have confidence they are taken care of. I would like to see money put into a formal “walking school bus”. This would potentially reduce the number of actual buses we have on the road and take commuter traffic away from our schools.

We also need to look at policies that encourage our teachers and staff to commute to school through active transportation. We currently do not offer any incentives (like free bus passes etc.) that encourage the practice. This needs to change.

The Winnipeg School Division does not currently have an Active Transportation Policy. This needs to be done and more emphasis has to be placed on teaching children to get to and from school without a car.

A final note. A school is a community hub. Many parents or grandparents enjoy spending the time with their children or grandchildren in transporting them to the school and then socializing with other parents/grandparents at the school while they wait for the bell to ring. We don't want to discourage this practice as it is essential for creating strong community bonds. What is needed is to encourage parents/grandparents who want to be part of the commute to do so without a car.

I am strongly in favour of active transportation initiatives and policies and will continue to advocate for them at the Winnipeg School Division."

## **WARD 4**

Robert GAMBLE – no response at this time.

Iggy GRINEVSKY –

"I believe your question is excellent as it outlines school transportation and student safety. Safety of our kids is very important and should be a priority. I personally plan to tackle bullying and school hazing if elected. Active transportation should be available, efficient and cost effective. Every effort should be made to allow kids and students to make it to school and back home in a safe environment.

I believe that putting more volunteers on the school routes could be a possibility as we want to ensure our kids safety by walking or biking to school. Furthermore, perhaps a hire a professional security company to oversee safety in the morning and afternoon when school is over. My goal as school trustee would be to find funding through the public or private sectors of our community.

I would like to see a more active roles of parents. Perhaps, walk or drive their kids to school to ensure safety. To facilitate after school safety by having kids go home together in a large group or having an older brother or sibling taking a far more active and protective role as well.

I personally like when kids or students are involved in after school activities. In my opinion, they form new friendships and are part of a team. As a basketball coach, I have personally seen different parents drive students athletes back home after games or practices and I myself do this on a regular basis. This way we ensure that are kids are home safe and secure."

Lisa NAYLOR –

"I have long been a supporter of Green Action Committee goals and the Canada-wide Active and Safe Routes to School Program. I walked my daughter to school almost every day until she completed Grade

6 and, as a result of that, connected more closely with her school community, her peers and their families.

Active travel is good for the environment and for increased physical wellbeing and it also supports my goals for improving mental health supports for children and youth at school. A recent analysis of 26 years worth of research about the role that exercise plays in maintaining good mental health and preventing the onset of depression later in life concluded that moderate exercise – even walking just 20 to 30 minutes a day was effective in preventing depression. I believe that increased activity and fresh air for student’s supports their ability to learn and to concentrate. Walking School Bus programs increase social supports for children and families and according to Manitoba Education have been shown to improve attendance in some schools.

As a Trustee, I would advocate to and work with City Council to ensure safe routes to school are a consideration in infrastructure planning. We need well-designed and maintained paths that accommodate walking, cycling and other active modes. I would also encourage schools to improve security and accessibility for storage of bikes and other gear required for active modes of transportation.”

## **WARD 5**

Kevin FREEDMAN –

“Ensuring opportunities for active and safe methods of transportation for students in the Winnipeg School Division is one of my identified priorities as a candidate for School Trustee. I recognize how important active transportation can be to the healthy lifestyle of children and adults alike and to the independence of older students. The Winnipeg School Division has the benefit of encompassing much of Winnipeg’s more densely populated areas and the vast majority of students live within walking distance to their elementary schools and cycling distance to their middle schools and high schools. Therefore, encouraging and facilitating these healthy modes of transportation, when weather appropriate, should a priority as part of promoting active lifestyles and promoting environmental stewardship.

The recent implementation of lower speed limits in school zones is an excellent first step in creating safer spaces around our schools, and the walking school bus model has had significant success at some schools. I would propose working with schools division-wide to implement walking school bus programs and expanding bike lockup facilities at our schools, many of which have woefully inadequate locations for students and teacher alike to lock up their bikes. I would also like to explore the possibility of implementing an incentive program for division staff to utilize more sustainable transportation such as cycling and bussing. If our teachers and administrative staff are “being the change” then it is that much more likely that students will want to do the same.

As a commuter cyclist myself, and former Board member of the Manitoba Eco-Network, I see the benefits that active transportation can have for our students and communities. I recognize the barriers that may in place for many students to utilize active transportation, such as distance or high-traffic streets, but there are things that communities can do to mitigate some of these barriers and the Winnipeg School Division should be a leader in this area. I plan on championing this, along with expanding the principles of sustainability in schools, if elected to the School Board. “

Jerry MEDINA – no response at this time.

Kevin SETTEE – no response at this time.

## **WARD 6**

Cathy COLLINS –

“Active transportation and children's safety on the way to school are important priorities to me.

As a School Trustee and board member of inner city resident groups, I have a record of supporting active transportation and safety issues.

Before I was a trustee, I attended the public meetings for the design of routes for active transportation through my downtown neighbourhood. As a trustee, I have also spoken in public to have speed limits around schools reduced for the safety of children. I have also recognized the contributions of our children to school patrols throughout Winnipeg School Division.

One of our schools, Hugh John McDonald School, has a bike repair shop where children can learn to repair bikes and acquire bikes too. I recently donated a bike there. I am also a Board Member for an inner city group working to set up another bike repair location.

I plan to continue my record of supporting and looking for opportunities for initiatives like these.”

Julie JAVIER – no response at this time.

## **WARD 7**

Allan BEACH –

“I would place a high priority on exploring and promoting modes of active transportation for students' trips to and from our schools. As a frequent bicycle commuter, and as a frequent recreational walker in my neighbourhood, this is a matter that is close to my heart.

The positive health benefits for children and youth walking or cycling to and from school are well known - including better attention in class, a higher likelihood of being active in the evening, and better health over the long term. Given that average fitness levels of youth are not what they once were, a strong active transportation policy could play a big role in improving health outcomes for youth. There are also environmental benefits, and social and learning opportunities for youth when they are together participating in active transportation to and from school.

In order for active transportation such as walking school buses or bike trains to be successfully implemented, we need to address barriers to participation that might exist. Poor infrastructure

such as sidewalks and pathways in disrepair, having adequate sidewalk snow clearing, perceptions of safety in the community, the presence of busy and dangerous roads which must be crossed to get to the school, and parent time demands are among things that might have to be considered.

I would support working with parents, schools, municipal and Provincial levels of government, the Active and Safe Routes to Schools Program, as well as organizations such as the Green Action Centre to identify opportunities.

By working together we can have active transportation options available and utilized at every school in Ward 7 and the WSD broadly.”

James COOK – no response at this time.

## **WARD 8**

Mike BABINSKY –

“I am currently a School Trustee in the Winnipeg School Division. There are several schools in my area that are already implementing programs which ensure children are able to walk to school safely. The "Walking School Bus Program" is an adult supervisor from the school who walks and picks up children at their homes, and walks with them to school. Not only does it encourage the students to walk to school, it also improved student’s attendance.

I will continue to support and encourage these types of programs.”

Tracy BALL – no response at this time.

Betty EDEL – no response at this time.

Jerald FUNK – no response at this time.

## **WARD 9**

Dean KOSHELANYK – no response at this time.

Michael PAJEMOLIN – no response at this time.