

COMMITTEE OF THE WHOLE MEETING – MARCH 4, 2002

DISCOVERY PUBLIC SCHOOL PROPOSED SCHOOL CROSSING GUARDS

Recommendation

The Commissioner of Development Services and Public Works recommends:

That a school crossing guard be implemented at each of the following locations:

1. Tierra Avenue and Discovery Trail, west approach of intersection; and
2. Discovery Trail and Equator Crescent, south approach of the intersection at the north access of Discovery Public School.

Purpose

Discovery Public School was opened to students on November 26, 2001. A request was received from the school's Principal on January 24, 2002, for a school crossing guard in front of the school to assist children from the east side of Discovery Trail.

Background - Analysis and Options

In response to the request, staff reviewed the feasibility of implementing a school crossing guard in front of Discovery Public School. Staff also considered whether school crossing guards would be appropriate at other locations in the area by counting the number of pedestrians crossing at the Discovery Trail/Santa Maria Trail and Discovery Trail/Tierra Avenue intersections, and the number of pedestrians crossing Discovery Trail at other locations between the two intersections. The area is shown on Attachment No. 1.

The counts were conducted on February 5, 2002, during the morning, noon and afternoon school peak periods. The Principal indicated that all students are within walking distance of the school. It was observed that during these three time periods a total of 57 children crossed Discovery Trail between Santa Maria Trail and Equator Crescent, and 86 children crossed Discovery Trail between Equator Crescent and Tierra Avenue. It was observed that a total of 99 children crossed the west approach of the intersection of Discovery Trail and Tierra Avenue. All crossing pedestrians were unassisted school children.

Based on the counts, staff recommend that a school crossing guard be implemented on the west approach of the intersection of Discovery Trail and Tierra Avenue, and on the south approach of the intersection of Discovery Trail and Equator Crescent in front of the school. Staff determined that the latter location is the most appropriate to group children crossing Discovery Trail at other locations. Sidewalks are present on both sides of Discovery Trail to safely allow pedestrians to walk to this intersection. Staff did not consider it necessary to recommend a school crossing guard on the west approach of the intersection of Discovery Trail and Sail Crescent/Ferdinand Avenue, as there is considerably less east-west traffic than at the Discovery Trail/Tierra Avenue intersection.

Staff will arrange to install stopping prohibition signs 30 metres either side of the school crossing locations to ensure sufficient visibility of the school crossing guards and children. The section of Discovery Trail in front of the school has been designated a school zone by the installation of 40 km/hr speed limit signs.

Conclusion

Based on the pedestrian counts, it is recommended that school crossing guards be implemented at the locations specified above to safely cross children walking to and from Discovery Public School.

Attachments

1. Location Map

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Respectfully submitted,

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and Public Works

Bill Robinson, P. Eng.
Executive Director of City Engineering
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MD/mr

ATTACHMENT No. 1



DISCOVERY PUBLIC SCHOOL PROPOSED SCHOOL CROSSING GUARDS

LEGEND

-  EXISTING TRAFFIC SIGNALS
-  PROPOSED SCHOOL CROSSING GUARD



NOT TO SCALE