

COMMITTEE OF THE WHOLE - JUNE 21, 2004

SCHOOL CROSSING GUARD LOCATION REVIEW

Recommendation

The Commissioner of Engineering and Public Works and the Commissioner of Legal and Administrative Services recommends:

1. That the existing school crossing guards be removed at the following locations:
 - Margaret Mary Road/Firglen Ridge;
 - York Hill Boulevard/Chabad Gate;
 - Tall Grass Trail/Timber Lane;
 - Bathurst Street/Milner Gate;
 - Spring Gate Boulevard/Springfield Way;
 - Valeria Boulevard/Greenpark Boulevard (east side) (1 of 2);
 - Alliston Road at the walkway north of Aberdeen Avenue;
 - Vellore Woods Boulevard/Comdel Boulevard;
 - York Hill Boulevard/Jenstar Way;
 - Aberdeen Avenue/Clover Leaf Street/Governor Crescent (west side) (1 of 2);
 - Wycliffe Avenue/Crofters Road;
 - Highway 7/Kipling Avenue;
 - Dufferin Street/Clark Avenue;
 - Martin Grove Road/Morning Star Drive;
 - Killian Street/Sterling Crescent/Lamar Street (north side) (1 of 2);
 - Morning Star Drive/Coronation Street;
 - Ashberry Boulevard/Foxhound Crescent;
 - Killian Street/Brice Street (north side) (1 of 2);
 - Chancellor Drive/Fiori Drive;
 - Avro Road/Hawker Road;
 - Drummond Drive/Monteith Court;
 - Isaac Murray Avenue/Royal Ridge Crescent;
 - Melville Avenue/Cunningham Drive (north side) (1 of 2);
 - Drummond Drive/St. Joan of Arc Avenue;
 - Jonathan Gate/Winding Lane;
 - Martin Grove Road/Dolores Crescent/Castlepoint Drive; and
 - Forest Run Boulevard/Vanguard Road.
2. That the proposed City Guidelines/Criteria as set out in this report be approved and followed for future school crossing guard requests;
3. That the final list of crossing guard locations be forwarded to the York Catholic District School Board and the York Region District School Board and each of the individual schools affected by the reduced number of school crossing guards; and
4. That \$5600 be allocated to the Crossing Guard Budget for 2004 to support an increase of two school crossing guards to a total complement of 72 effective September 1, 2004.

Purpose

To provide additional information on the current school crossing guard program with recommendations and guidelines pertaining to an appropriate level of service.

Background - Analysis and Options

At its May 25, 2004 meeting Council adopted a recommendation of the Budget Committee relating to the school crossing guards, which stated:

“That staff provide a further report with recommendations relating to the provision of an appropriate level of service.”

Based on the report, dated March 31, 2004, by the Commissioner of Legal & Administrative Services and the Director of Human Resources, in consultation with the Commissioner of Engineering and Public Works, Council approved a target of providing approximately 1.25 school crossing guards per school. Currently there are 56 schools with 99 existing school crossing guards throughout the City. The new target of 1.25 school crossing guards per total number of elementary schools requires having approximately 70 school crossing guards. This would result in a reduction in the current number of school crossing guards from the existing 99 to 70. Therefore, a total of 29 school crossing guards need to be eliminated if this target is to be achieved.

The annualized cost of one crossing guard is \$7000. The cost for September to December is \$2800 per guard (based on reduced rate of pay as approved by Council). The current approved budget for School Crossing Guards has been calculated for a maximum of 70 guards in 2004. Additional guards, beyond a total of 70, cannot be hired without the corresponding additional allocation of budget funds.

In response to this direction, Engineering staff have undertaken further reviews of school crossing guard locations that can potentially be eliminated. Schools were surveyed during the morning and afternoon arrival/departure times. Where possible, crossing studies were undertaken during normal weather conditions (i.e., surveys were not undertaken during heavy rain and snowfall days). In addition, staff attempted to survey schools on Tuesdays, Wednesdays or Thursdays, and accounted for specific holidays.

During the investigations, staff observed and recorded the following details:

- Number of students using the crossing;
- Vehicular operations including parent drop off/pick-up activities;
- Crossing guard activities; and
- Type of traffic control, where applicable.

Of the 99 school crossing guard locations in the City of Vaughan, 18 are at signalized intersections, 53 are at intersections under an all-way stop control and 28 are at uncontrolled locations. The breakdown of the school crossing guard locations are as shown below. Refer to Attachment No. 1 for the specific locations.

<u>Community</u>	<u>Number of Locations</u>
Kleinburg	1
Maple	25
Thornhill	31
Woodbridge	42

In accordance with Transportation Association of Canada's Pedestrian Crossing Manual, school crossing guards may be located:

- At uncontrolled crossings where there is no alternate controlled crossing within 200 metres and where vehicular traffic exceeds 350 in each of any daily hours during which 40 or more school children cross.
- At traffic signal controlled intersection crossings where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour.

These are intended as guidelines only and are not intended to be implemented as minimum standards.

Based on the above guidelines, twenty-one school crossing guards can be eliminated if these guidelines are followed. This would result in a ratio of 1.39 school crossing guards per school rather than the target ratio of 1.25 school crossing guards per school. Under these criteria, the twenty-one school crossing guard locations that can be removed are listed below.

- Margaret Mary Road/Firglen Ridge;
- York Hill Boulevard/Chabad Gate;
- Tall Grass Trail/Timber Lane;
- Spring Gate Boulevard/Springfield Way;
- Valeria Boulevard/Greenpark Boulevard (east side);
- Alliston Road at the walkway north of Aberdeen Avenue;
- Vellore Woods Boulevard/Comdel Boulevard;
- York Hill Boulevard/Jenstar Way;
- Aberdeen Avenue/Clover Leaf Street/Governor Crescent (west side);
- Wycliffe Avenue/Crofters Road;
- Martin Grove Road/Morning Star Drive;
- Killian Street/Sterling Crescent/Lamar Street (north side);
- Morning Star Drive/Coronation Street;
- Ashberry Boulevard/Foxhound Crescent;
- Killian Street/Brice Street (north side);
- Chancellor Drive/Fiori Drive;
- Avro Road/Hawker Road;
- Drummond Drive/Monteith Court;
- Isaac Murray Avenue/Royal Ridge Crescent;
- Drummond Drive/St. Joan of Arc Avenue; and
- Jonathan Gate/Winding Lane.

Should Council wish to further reduce the number of school crossing guards down to a ratio of 1.25 school crossing guards per school, different criteria would need to be followed.

Engineering staff propose that the following guidelines and criteria need to be satisfied in order for a school crossing guard to be implemented in the area of an elementary school. General consideration for the placement of a school crossing location should also be given to where as many children as possible will merge at one place when crossing the street. As well, school crossings should be minimized on streets with high truck volume.

Proposed City Guidelines/Criteria for Placement of a School Crossing Guard

A school crossing guard will be implemented when the following criteria are met:

1. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local roadway exceeds 1,000 vehicles, which there are 50 or more (unassisted) school children crossing during the highest peak school time period.

2. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local feeder roadway exceeds 3,000 vehicles, which there are 50 or more (unassisted) school children crossing during the highest peak school time period.
3. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a collector roadway exceeds 8,000 vehicles, which there are 50 or more (unassisted) school children crossing during the highest peak school time period.
4. At a side street only where the peak traffic volume rate exceeds 120 vehicles/hour.
5. At a location where the minimum sight distance is below 65 metres.
6. At an existing all-way stop controlled intersection where the total traffic volume exceeds 350 vehicles for local and feeder intersections.
7. At an existing all-way stop controlled intersection where the total traffic volume exceeds 500 vehicles for collector intersections.
8. At an existing traffic signalized intersection where the peak hour number of school children exceeds 50.
9. At a location where the operating speed for the street exceeds the existing speed limit by 10 km/h.

Based on the above criteria, the following 27 school crossing guard locations can be eliminated. This number is two less than the required 29 for the 1.25 ratio of school crossing guards to total number of schools to be achieved. The number of guards would be reduced to 72 (from 99) and the ratio of crossing guards to total number of schools would be 1.29.

- Margaret Mary Road/Firglen Ridge, am – 9 children, pm – 31 children, uncontrolled crossing, low traffic volumes as it is located in an isolated area;
- York Hill Boulevard/Chabad Gate (City signalized intersection), am – 10 children, pm – 8 children, total daily children 18;
- Tall Grass Trail/Timber Lane, am – 12 children, pm – 18 children, assistance with an all-way stop control, low traffic volumes as it is located in an isolated area;
- Bathurst Street/Milner Gate (Regional signalized intersection), am – 1 child, pm – 15 children, total daily children 16;
- Spring Gate Boulevard/Springfield Way, am – 15 children, pm – 12 children, assistance with all-way stop control, low traffic volumes at the intersection;
- Valeria Boulevard/Greenpark Boulevard (east side), am – 6 children, pm – 5 children, assistance with all-way stop control;
- Alliston Road at the walkway north of Aberdeen Avenue, am – 15 children, pm – 15 children, uncontrolled crossing, very low traffic volumes observed during study;
- Vellore Woods Boulevard/Comdel Boulevard, am – 16 children, pm – 14 children, assistance with an all-way stop control;
- York Hill Boulevard/Jenstar Way, am – 12 children, pm – 12 children, uncontrolled crossing, no pedestrian/vehicle conflicts observed during study;
- Aberdeen Avenue/Clover Leaf Street/Governor Crescent (west side), am – 21 children, pm – 41 children, assistance with an all-way stop control, low side street volume;
- Wycliffe Avenue/Crofters Road, am – 1 child, pm – 2 children, assistance with an all-way stop control;
- Highway 7/Kipling Avenue (Regional signalized intersection), am – 6 children, pm – 10 children, total daily children 16;
- Dufferin Street/Clark Avenue (Regional signalized intersection), am – 2 children, pm – 4 children, total daily children 6;

- Martin Grove Road/Morning Star Drive, am – 13 children, pm – 13 children, uncontrolled crossing, have the opportunity to drop off/pick up on Coronation Street near the school;
- Killian Street/Sterling Crescent/Lamar Street (north side), am – 10 children, pm – 15 children, assistance with an all-way stop control, low side street volume;
- Morning Star Drive/Coronation Street, am – 13 children, pm – 44 children, uncontrolled crossing, have the opportunity to drop off/pick up on Coronation Street near the school;
- Ashberry Boulevard/Foxhound Crescent, am – 4 children, pm – 7 children, uncontrolled crossing, low traffic volume on Ashberry Boulevard;
- Killian Street/Brice Street (north side), am – 11 children, pm – 32 children, assistance with an all-way stop control, low side street volumes;
- Chancellor Drive/Fiori Drive, am – 9 children, pm – 34 children, assistance with an all-way stop control, a raised crosswalk will be installed at this location;
- Avro Road/Hawker Road, am – 20 children, pm – 29 children, uncontrolled crossing;
- Drummond Drive/Monteith Court, am – 18 children, pm – 28 children, assistance with an all-way stop control;
- Isaac Murray Avenue/Royal Ridge Crescent, am – 35 children, pm – 25 children, assistance with an all-way stop control;
- Melville Avenue/Cunningham Drive (north side), am – 42 children, pm – 37 children, assistance with an all-way stop control;
- Drummond Drive/St. Joan of Arc Avenue, assistance with an all-way stop control;
- Jonathan Gate/Winding Lane, am – 37, pm – 62, low traffic volumes at the intersection;
- Martin Grove Road/Dolores Crescent/Castlepoint Drive, low side street volumes, assistance with an all-way stop control; and
- Forest Run Boulevard/Vanguard Road, assistance with a nearby all-way stop control at Ten Oaks Boulevard/Forest Fun Boulevard intersection.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 which seeks to improve community safety through design, prevention, enforcement and education (1.1) through the review of the level of enforcement, compliance and monitoring of regulations relating to public safety (1.1.6).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Should Council wish to reduce the number of school crossing guards to allow for an approximate average of 1.25 guards per school City wide, staff's proposed guidelines and criteria would need to be followed. Under the newly proposed criteria, 27 school crossing guard locations can be eliminated reducing the current number from 99 to 72 guards (1.29 guards per school). The financial implications of this proposal will require Council to allocate an additional \$5600 (2 x \$2800) to the Crossing Guard Budget in 2004.

Attachments

1. Supervised School Crossing Guard Locations Ward 1
2. Supervised School Crossing Guard Locations Ward 2
3. Supervised School Crossing Guard Locations Ward 3
4. Supervised School Crossing Guard Locations Ward 4
5. Supervised School Crossing Guard Locations Ward 5

Report prepared by:

Mike Dokman, Acting Transportation Supervisor, Ext. 8031

Respectfully submitted,

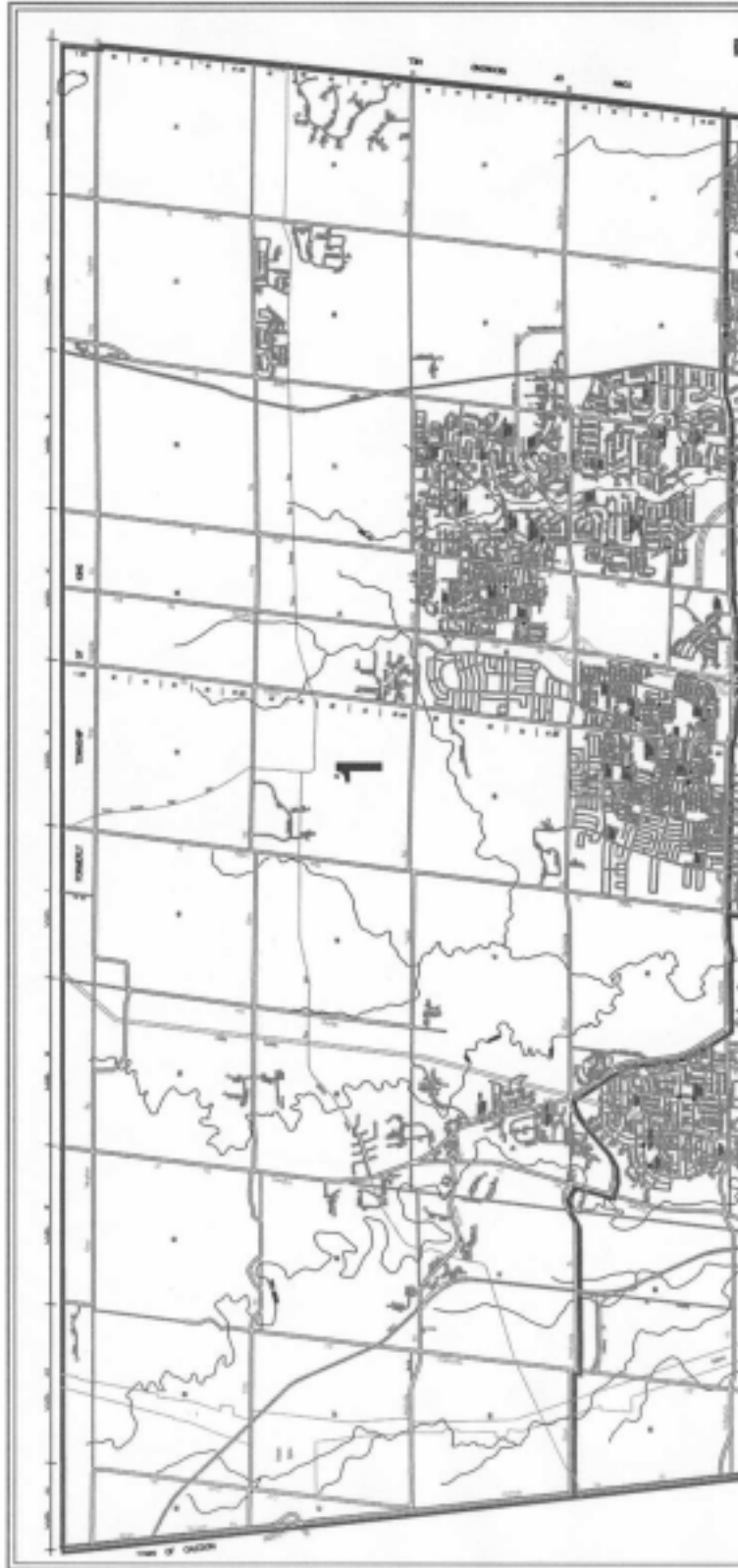
Michael Won, P. Eng.
Director of Development/Transportation Engineering

Cathrine Berge
Director of Human Resources

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Robert Swayze
Commissioner of Legal and
Administrative Services

ATTACHMENT No. 1



SCHOOL CROSSING GUARD REVIEW LOCATION MAP 2004

WARD 1

LEGEND

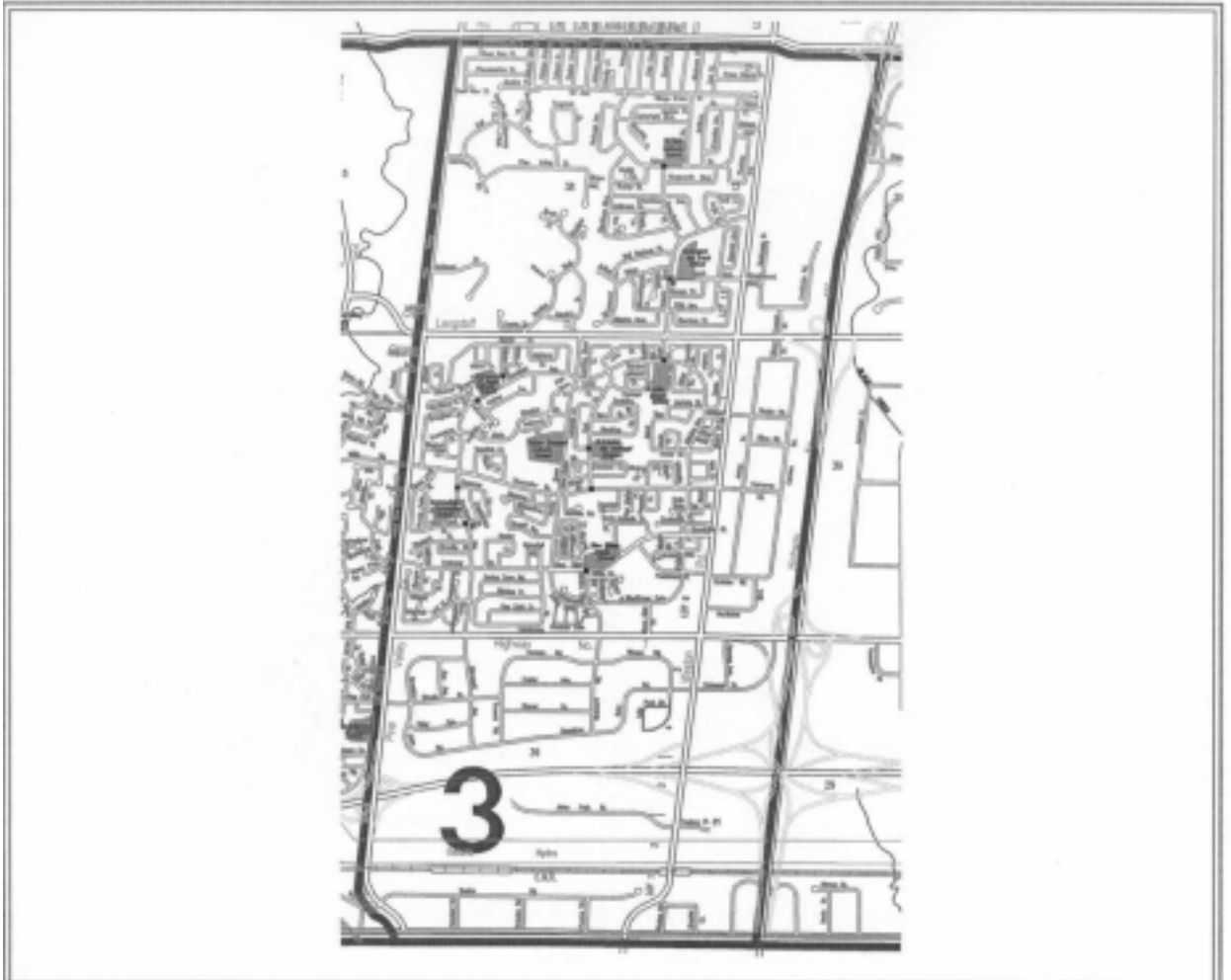
■ EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE

Drawing name: F:\PROJECTS\2004\Map 2004 by Ward1.dwg

ATTACHMENT No. 3



SCHOOL CROSSING GUARD REVIEW LOCATION MAP 2004

WARD 3

LEGEND

■ EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE

ATTACHMENT No. 5

