

## COMMITTEE OF THE WHOLE – MAY 16, 2005

### SCHOOL CROSSING GUARDS

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

That no additional school crossing guards be implemented at any of the six requested intersections.

#### Economic Impact

Not Applicable

#### Purpose

To review the feasibility of implementing additional school crossing guards at six intersections where one school crossing guard location exists, in response to direction from Council.

#### Background - Analysis and Options

At its meeting on February 21, 2005 Council directed:

**“The Budget Committee recommends:**

- 1. That the School Crossing Guard Policy be reviewed in consultation with the School Boards, with special attention being given to crossing guards that have the opportunity to do more than one leg of the intersection; and**
- 2. That the following report of Regional Councillor Jackson, dated February 16, 2005, be received.**

**Local and Regional Councillor Linda Jackson recommends:**

**THAT staff be directed to conduct studies of pedestrian crossings to determine if additional crossing guards are warranted, and**

**THAT the studies be conducted for St. Clare school at Santa Barbara Place and Velmar Drive, for Divine Mercy school at Melville Avenue and Cunningham Drive, for Blessed Trinity school at Hawker Road and Springside Road, for Holy Family school at Conley Street and New Westminster Drive, for St. John Bosco school at Belview Avenue and Stan Gate, and for St. Gregory the Great school at Valeria Boulevard and Greenpark Boulevard, and**

**THAT funds be allocated to the budget for additional crossing guards if warranted at these locations.”**

In regards to the review of the School Crossing Guard Policy with the School Board to determine if opportunities exist for one crossing guard to cross children at more than one leg at an intersection, this issue will be addressed at the Committee of the Whole Working Session scheduled for June 21, 2005. Staff are in the process of surveying various municipalities and require additional time to obtain information regarding this matter.

The six intersections reviewed were: Santa Barbara Place and Velmar Drive, Melville Avenue and Cunningham Drive, Hawker Road and Springside Road, New Westminster Drive and Conley Street, Belview Avenue and Stan Gate, and Valeria Boulevard and Greenpark Boulevard.

The proposed crossing guard locations and schools are shown on Attachment No. 1.

Staff conducted pedestrian crossing studies at all six intersections during the morning school start and afternoon dismissal time periods. All observations were conducted in clear weather conditions and would not impact the pedestrian activity at the studied intersections. The results of the six studies are shown in the table below.

INTERSECTION And DATE OF OBSERVATIONS	* TIME AM & PM	STUDENTS CROSSING			
		North Leg	South Leg	East Leg	West Leg
Santa Barbara Place/Velmar Drive – March 30, 2005	8:30-9:00	---	4	<b>7</b>	1
	3:35-4:15	---	9	<b>10</b>	0
Melville Avenue/Cunningham Drive – April 6, 2005	7:30-9:00	7	<b>73</b>	5	22
	2:30-4:00	4	<b>78</b>	39	28
Hawker Road/Springside Road – April 6, 2005	7:45-8:55	0	4	10	<b>11</b>
	2:50-4:00	0	5	15	<b>32</b>
New Westminster Drive/Conley Street - April 18, 2005	8:20-9:15	<b>6</b>	3	8	5
	3:20-4:00	<b>44</b>	20	9	0
Belview Avenue/Stan Gate – April 20, 2005	8:20-9:00	0	---	<b>12</b>	0
	3:30-4:00	2	---	<b>11</b>	0
Valeria Boulevard/Greenpark Boulevard – April 30, 2005	8:30-9:00	<b>12</b>	0	1	---
	3:40-4:00	<b>45</b>	0	7	---

**Shade** = Existing Crossing Guard for this Leg

--- = No Leg (Tee Intersection)

\* = Time coincides with hours of crossing guard service

Based on the results of the six requested locations, the Council approved School Crossing Guard Policy and Warrant for an additional school crossing guard at any of the intersections is not met. No intersection approach at any of the intersections has the minimum required 50 children crossing during one time period. As indicated in the studies, the existing crossing guards are situated at the highest recorded pedestrian volume leg for that intersection.

#### **Relationship to Vaughan Vision 2007**

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

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

#### **Conclusion**

Based on staff's review, it is recommended that additional school crossing guards not be implemented at any of the six requested intersections.

#### **Attachments**

1. Location Map

#### **Report prepared by**

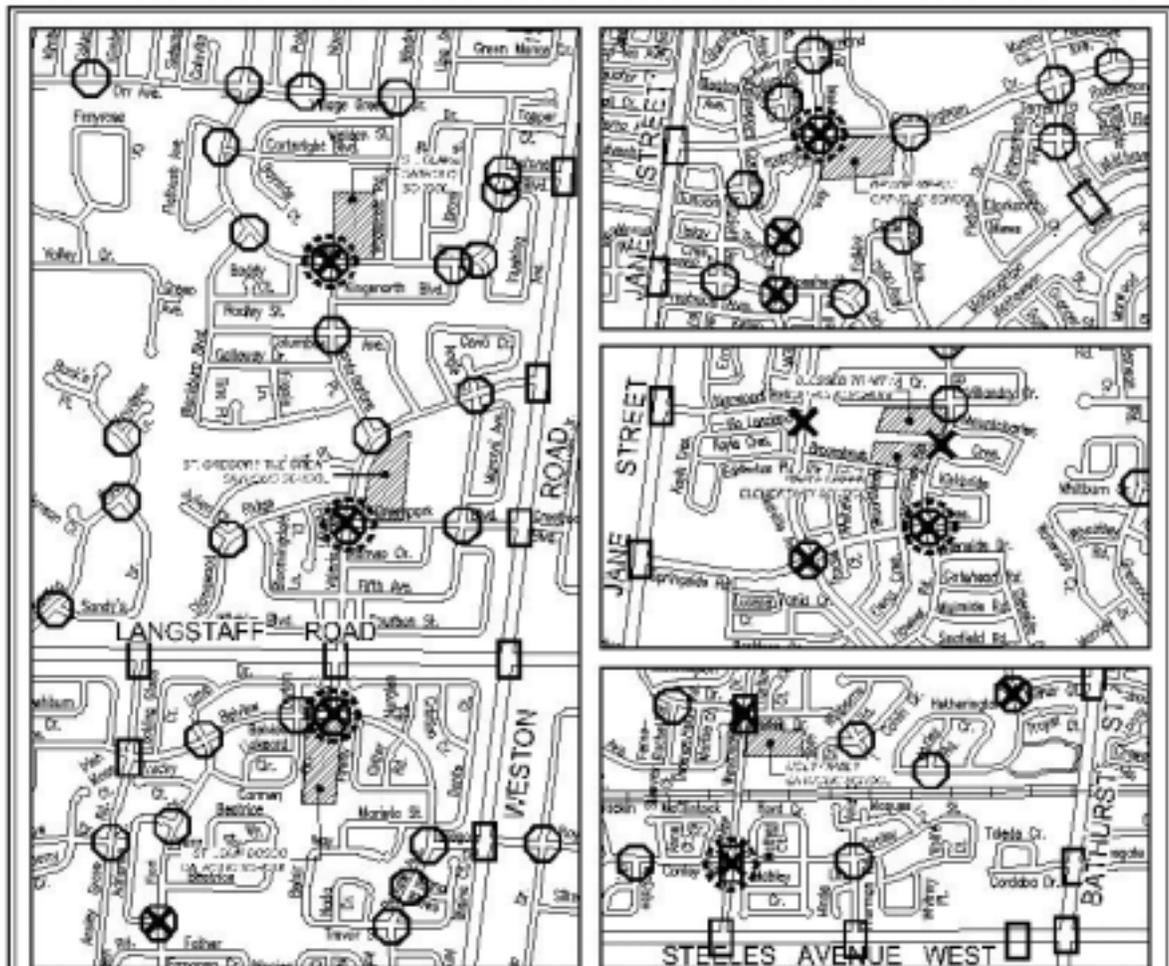
Mark Ranstoller, Senior Traffic Technologist, ext. 8251  
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Respectfully submitted,

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

Gary Carroll, P. Eng.  
Director of Engineering Services

# ATTACHMENT No. 1



## SCHOOL CROSSING GUARDS

### LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOLCROSSING



NOT TO SCALE