

## **COMMITTEE OF THE WHOLE – OCTOBER 15, 2007**

### **SCHOOL CROSSING GUARD LOCATION REVIEW**

#### **Recommendation**

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

1. That the implementation of a school crossing guard on the west side of the intersection of Murray Farm Lane and Crew Crescent (West intersection), for Teston Village Public School be considered in the 2008 Operating Budget;
2. That the implementation of a school crossing guard on the east side of the intersection of Apple Blossom Drive and Sandwood Road, for Carrville Mills Public School be considered in the 2008 Operating Budget;
3. That funds, in the amount of \$18,840 be referred to the 2008 Operating Budget deliberations for the additional school crossing guards; and
4. That the installation of an Intersection Pedestrian Signal crossing Apple Blossom Drive on the west side of Sandwood Drive in the amount of \$52,000 be considered in the 2008 Capital Budget.

#### **Economic Impact**

The cost to implement each guard will have an impact on the 2008 Operating Budget. The annual cost of the two additional Crossing Guards will be an increase of \$18,840 commencing with the 2008 Operating Budget. The cost of the Intersection Pedestrian Signal will have an impact on the 2008 Capital Budget.

#### **Communication Plan**

Staff will advise each school and the appropriate school board of the proposed location for the crossing guard.

Staff will communicate the intended location and timing of the proposed pedestrian signal to Carrville Mills School if approved for installation. If approved by Council, that notice of this proposed pedestrian signal be circulated to the residents within 100 metres of the subject crossing and posted on the City's web page for two weeks prior to implementation.

#### **Purpose**

To review the need for a crossing guard at two new schools in the City of Vaughan.

#### **Background - Analysis and Options**

At its meeting on June 25, 2007 Council approved;

**“2. That the proposed procedure for NEW Schools – June 25, 2007 be approved;”**

### Teston Village Public School

The new Teston Village Public School is located on Murray Farm Lane was opened in September for the 2007/2008 school year (This area is shown in attachment No.1). Staff received the school's boundary map from the York Region District School Board to assist with the possible location of a guard. (Refer to Attachment No.2).

Staff completed a pedestrian crossing review on Murray Farm Lane at four locations on September 18, 2007. See chart below for summary:

Time	At Crew Crescent (W)	At Crew Crescent (E)	At Canvas Road	East of Canvas Road
7:50 am – 8:20 am	<b>14</b> (5)	<b>0</b> (4)	<b>8</b> (2)	<b>0</b> (2)
2:30 pm – 3:00 pm	<b>14</b> (8)	<b>0</b> (2)	<b>9</b> (4)	<b>0</b> (0)
Total	<b>28</b> (13)	<b>0</b> (6)	<b>17</b> (6)	<b>0</b> (2)

Please note that the bold number is number of students crossing unassisted and the number in brackets is number of students crossing with assistance from an adult.

Crew Crescent (West) has the highest crossing activity, although the crossing guard warrant is not met at this location, the collective number of children crossing Murray Farm Lane is 45 unassisted and 27 assisted by an adult. The crossing guard warrant requires 50 children, which could be met at any time.

### Carrville Mills Public School

The new Carrville Mills Public School is located on Apple Blossom Drive between Pleasant Ridge Drive and Thornhill Woods Drive and was opened in September for the 2007/2008 school year. (The area is shown in Attachment No. 3). Staff received the school's boundary map from York Region District School Board to assist with the possible location of a guard. (Refer to Attachment No. 4).

Staff completed a pedestrian crossing review on Apple Blossom Drive at four locations on September 12, 2007. See chart below for summary:

Time	East of Pleasant Ridge	Between Daphnia Drive and Pepperberry Road	Between Pepperberry Road and Sandwood Drive	In front of school
8:20 am – 8:55 am	<b>23</b> (9)	<b>13</b> (10)	<b>17</b> (5)	<b>26</b> (17)
3:10 pm – 3:45 pm	<b>14</b> (6)	<b>8</b> (5)	<b>26</b> (14)	<b>11</b> (10)
Total	<b>37</b> (15)	<b>21</b> (15)	<b>43</b> (19)	<b>37</b> (27)

Please note that the bold number is number of students crossing unassisted and the number in brackets is number of students crossing with assistance from an adult.

A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted children crossing the road exceeds 50 in the peak hour (a.m. and p.m. combined). Based on the total number of students crossing Apple Blossom Drive unassisted (138) and those with an adult (76), the warrant of 50 students crossing is met. The table above shows the majority of students are crossing between Pepperberry Road and Sandwood Drive. Staff recommends that the guard be placed on the east side at the intersection of Apple Blossom Drive and Sandwood Road.

A pedestrian signal will provide drivers with greater identification and warning of pedestrians crossing Apple Blossom Road. This traffic control device would also be beneficial after school hours for those who wish to access to the park. Staff note that this type of traffic control device is only activated when accessed by a pedestrian wanting to cross the travelled roadway. The

warrant for the installation of pedestrian signal is 100 pedestrians over the peak five hours. At this location, there are 214 children over about one hour.

There are insufficient funds for additional guards in the school crossing guard line in the Human Resources Department's approved 2007 Operating Budget. To implement these guards in 2007, an overexpenditure of up to \$2500 per additional guard could be incurred to year end.

### **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).

### **Regional Implications**

Not Applicable.

### **Conclusion**

Staff recommend that two new crossing guards be implemented, one for each new school.

### **Attachments**

1. Location Map – Teston Village School guard
2. Teston Village School Boundary Map
3. Location Map – Carrville Mills School Guard
4. Carrville Mills School Boundary Map

### **Report prepared by:**

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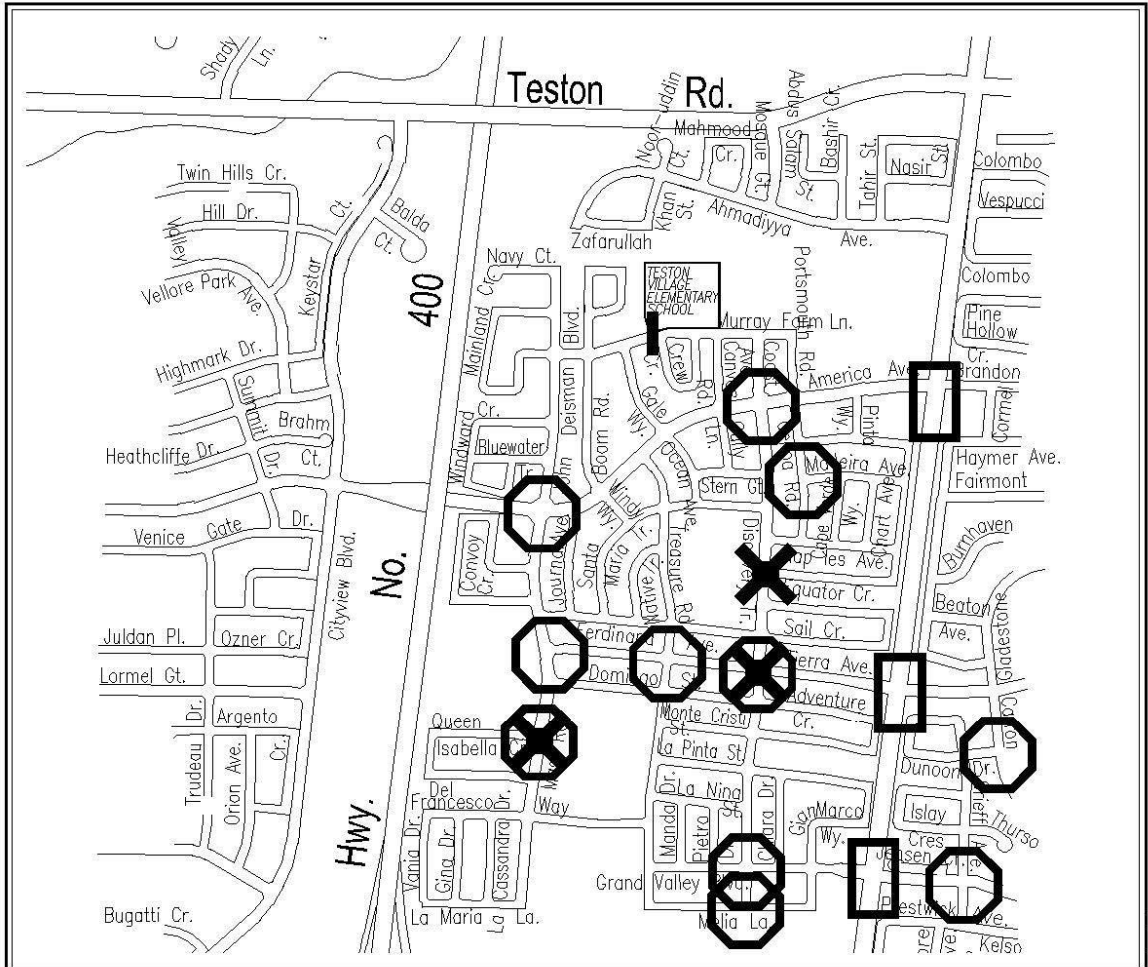
Respectfully submitted,

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

Gary P. Carroll, P. Eng.  
Director of Engineering Services





LW:mc

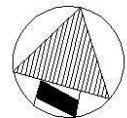
# ATTACHMENT No. 1



## TESTON VILLAGE ELEMENTARY SCHOOL SCHOOL CROSSING GUARD

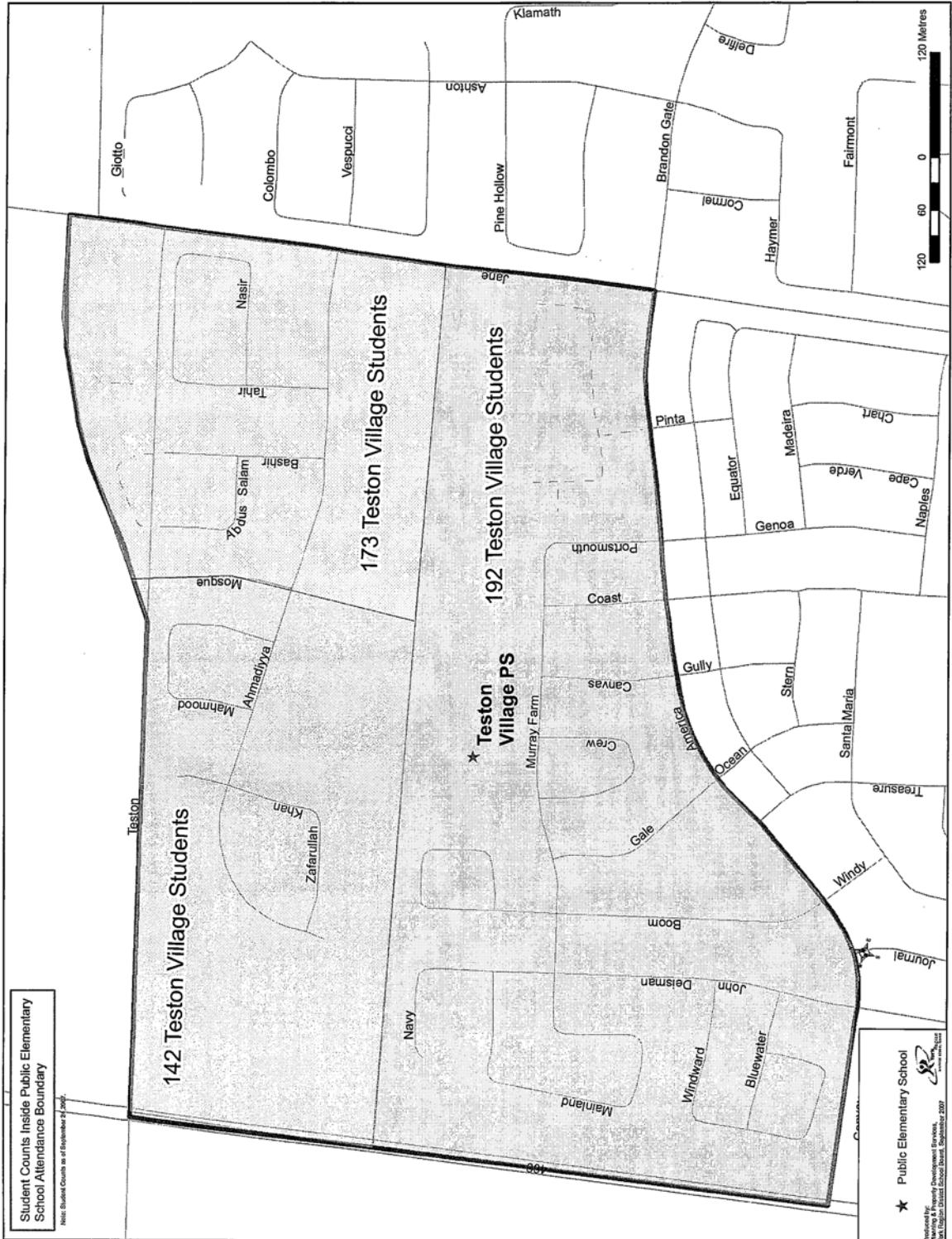
### LEGEND

-  PROPOSED SCHOOL CROSSING GUARD
-  SUPERVISED SCHOOL CROSSING
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE

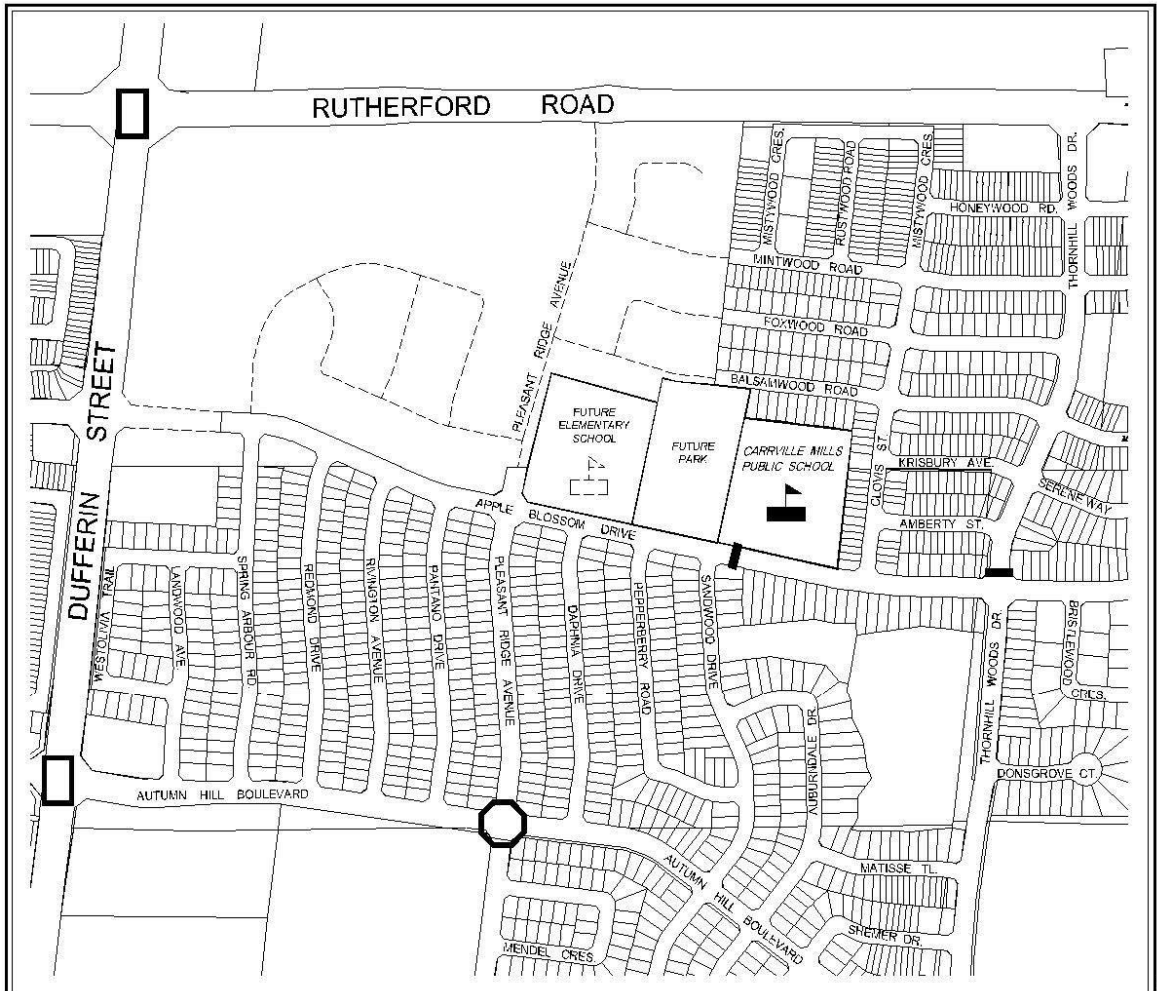
# ATTACHMENT NO. 2



Student Counts Inside Public Elementary School Attendance Boundary  
 Note: Student Counts as of September 2007.




★ Public Elementary School  
 Prepared by: Community Development Services  
 Map Region School Board, September 2007

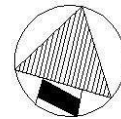
# ATTACHMENT No. 3



## CARRVILLE MILLS ELEMENTARY SCHOOL PROPOSED SCHOOL CROSSING GUARD

### LEGEND

-  PROPOSED SCHOOL CROSSING GUARD
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL



NOT TO SCALE

# ATTACHMENT NO. 4

