

COMMITTEE OF THE WHOLE - JULY 6, 2010

CROSSING GUARD REVIEW WARDS 1 - 5

Recommendation

The Commissioners of Engineering and Public Works and Legal and Administrative Services and the Directors of Engineering Services and Human Resources recommend:

That Council approve the revised School Crossing Guard Policy and Procedure attached as Attachment No. 2.

Contribution to Sustainability

Regular reviews and where necessary, updates of the City's practices ensure that the City is in a position to be able to achieve its goals and objectives leading to a sustainable forward thinking organization.

Economic Impact

The economic impact by revising the Crossing Guard warrant is estimated to result in annual savings to the Corporation which is anticipated to be offset completely by a compensation adjustment required for part-time non-union staff to conform with the Council approved pay policy.

Communications Plan

The changes in crossing guard coverage will be communicated to all affected schools, the school boards, and the City of Vaughan Council/School Board Liaison Committee. In addition, all Crossing Guards will be notified of their hours of work in August when they are provided with their contracts at the orientation session.

Purpose

To report on the review of the crossing guard utilization over the lunch hour period.

Background - Analysis and Options

In the winter of 2010, a request was received to extend the hours of a crossing guard to assist a student who was bussed into the neighbourhood in crossing an intersection. As staff was reviewing this request, the requestor went out and counted the number of children crossing and took pictures of the crossing guard during the lunch hour. The issue was negatively reported in the local media with regard to the City's use of resources.

The current Crossing Guard warrants as established by Council on June 25, 2007 (Attachment No. 1), only count the crossings during peak times, i.e., before and after school. The lunch hour services were automatically provided for the lunch times set by the respective school board.

As a result of this complaint, a memo was provided to the School Board Liaison Committee on March 31, 2010, which outlined the process that the Engineering Services Department would be undertaking to review the number of crossings during lunch hours. The report indicated that all crossing locations would be reviewed, and asked the schools to contact Engineering Services if they were interested in participating in the counts. As each school has a minimum of one guard, all schools were affected.

On May 27, 2010 a meeting was held with the members of the School Board Liaison Committee and staff from the School Boards, Engineering Services and Human Resources Departments. It was determined at this meeting that the existing warrants should be further refined to include, where a.m./p.m. warrants require a crossing guard, that a lunch hour minimum of ten (10) crossings be established. Minutes of the meeting were distributed to all members of the Committee, including those who were unable to attend.

On June 23, 2010 a notice was sent to all of the affected schools with regard to the proposed change in warrants for crossing guards.

The Engineering Services Department undertook a review of all crossing guard locations during the lunch hour period. The results of the study are attached as Attachment No. 3. Of the 90 crossing guards which provide lunch hour coverage, 41 had no crossings during the lunch hour, 36 had between 1 and 9 crossings during the lunch hour, 7 had between 10 and 19 crossings during the lunch hour and 6 had more than 20 crossings during the lunch hour. It is important to note that most of the crossings are counted when they cross leaving at lunch hour and again when they return to school at the end of the lunch hour. Thus, where it is reported that there are 10 to 19 crossings, it is really 5 to 10 actually crossing twice during the lunch hour.

A warrant set at ten crossings will ensure that as long as there are five children crossing to go home and back to school over the lunch hour, a crossing guard will be provided. In total there are 13 schools that meet that warrant currently.

Providing crossing guard services which include some schools for which crossing guards work only before and after school is expected to increase the potential pool of candidates for both permanent and stand-by crossing guards and thus is expected to assist in minimizing the crosswalks that do not have coverage due to absences.

The City currently has 93 full-time crossing guards and 12 stand-by crossing guards who provide service to the City. These Crossing Guards are paid for a minimum of three hours of work. If we maintain the minimum three hour compensation, there are approximately 32 crossing guards whose hours will be reduced as a result in the change in warrants.

Relationship to Vaughan Vision 2020/Strategic Plan

The updating of practices relates to the Vaughan Vision 2020 goals of Staff Excellence and Management Excellence including Attracting, Retaining and Promoting Skilled Staff as well as Enhancing and Ensuring Community Safety, Health and Wellness.

Regional Implications

Not Applicable.

Conclusion

Citizens have told us how important it is to have crossing guards at all locations each and every day. In addition, the City is coming under increased scrutiny with regard to how it utilizes its resources. The removal of the lunch hour coverage for crossing guards where unwarranted, is expected to improve the City's ability to attract and retain crossing guards.

Attachments

1. Attachment No. 1 - Crossing Guard Warrants
2. Attachment No. 2 – Proposed Crossing Guard Warrants
3. Attachment No. 3 - Crossing Guard Review

Report prepared by:

Janet Ashfield, Director of Human Resources
Jack Graziosi, Director of Engineering Services

Respectfully submitted,

Jack Graziosi, P. Eng., M. Eng.
Director of Engineering Services

Janet Ashfield
Director of Human Resources

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

Janice Atwood-Petkovski
Commissioner of Legal & Administrative
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ATTACHMENT NO. 1

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 3, Report No. 32, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

3 SCHOOL CROSSING GUARD ANNUAL LOCATION REVIEW

The Committee of the Whole (Working Session) recommends:

- 1) That Clauses 1, 2, 3 and 5 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, the Commissioner of Legal and Administrative Services, the Director of Human Resources and the Director of Engineering Services, dated June 12, 2007, be approved; and
- 2) That the need for a crossing guard for St. Veronica Catholic Elementary School be reviewed in the Fall 2007, and a crossing guard be implemented in January 2008 should it meet the warranted criteria.

Recommendation

The Commissioner of Engineering and Public Works, the Commissioner of Legal and Administrative Services, the Director of Human Resources and the Director of Engineering Services recommend:

1. That this report be received for information;
2. That the Proposed 'Procedures for NEW Schools – June 25, 2007' be approved;
3. That the REVISED 'City Guidelines/Criteria for Placement of a School Crossing Guard – June 25, 2007', be approved;
4. That the need for a crossing guard for St. Veronica Catholic Elementary School be reviewed in the Fall 2007;
5. That a Committee comprising appropriate staff from the City, the affected School Board, the School Principal, the Local Councillor and the School Trustee be established to review school crossing locations that from the annual staff review have low usage to consider the need for the crossing guard service.

Economic Impact

The school crossing guard at St. Veronica Elementary School will not have an impact to the 2007 Operating Budget. There will be an impact for each of the existing 82 crossing guards in the 2008 Operating Budget.

Communication Plan

Engineering Services staff met with the York Region District School Board in February 2007 to discuss various concerns regarding school crossing guards and to inform them of the planned 25 guard locations to be studied for this report. York Region Catholic School Board did not attend this meeting. Engineering Services staff will contact both school boards on Council direction of this report.

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Purpose

To provide an annual review of 25 school crossing guard locations to determine the appropriateness of the crossing location and that it maintains an appropriate level of service. Also, to provide a report to Council with regard to the replacement of crossing guards due to absences.

This report will also address:

- A proposed procedure for NEW Schools
- A revised criteria for placing school crossing guards
- A specific approach for those new schools opening in Fall, 2007
- A means of addressing a current deficiency at an existing school

Background - Analysis and Options

At its meeting on June 27, 2005 Council approved;

“That an annual program be established to conduct a review of 25 pre-selected school crossing guard locations in the field to determine the appropriateness of the crossing location for the subsequent school year.”

The current annualized cost of one crossing guard is \$9,420. There are presently 82 guards approved within budget complement for the School Crossing Guards Program in 2007.

Engineering staff have undertaken further reviews of school crossing guard locations that may potentially be relocated/eliminated and/or the opportunity to cross more than one leg of an intersection. 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 25 school crossing guard locations reviewed in the City of Vaughan, 5 are at signalized intersections, 14 are at intersections under an all-way stop control, 2 are at a pedestrian signal, 1 is at an intersection with a traffic circle and 3 are at an intersections with only the side street under stop control. Staff conducted a pedestrian study at each location and the results are indicated in the chart on Attachment No. 1. As part of the review, staff requested from the respective School Board, the number of registered children that may use that particular crossing location. This information is also provided in the chart.

Review of the 25 Pre-Selected Crossing Guard Locations

A brief summary is provided from the pedestrian studies:

1. Generally, there were no problems with the use of the guard and/or vehicle/pedestrian conflicts noted.
2. There were concerns noted regarding traffic congestion near the school and/or the guard location. Engineering staff will follow up with these in the Fall 2007.

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3. As shown in the accompanying chart (Attachment No. 1), the number of counted children compared to the registered number of children that may use a particular guard location is relatively low.

There are 3 locations that had a very low presence of children crossing activity:

- Clark Ave/York Hill Blvd (total children 4), Eltz Chaim Elementary School, existing traffic signal for assistance.
- Clarence St/Woburn Ave (total children 4), Our Lady of Fatima, existing all-way stop for assistance.
- Clark Ave/Hilda Ave (total children 6), York Hill Public School, existing traffic signal for assistance.

There are 16 other locations that do not fulfill the minimum number of 50 students crossing during the time periods as per the approved guidelines.

Proposed Procedure for New Schools

Over the years, Engineering Services staff would be advised when a new school would open either by the School Board or by means of their website or written notification from staff. Traffic Engineering would request from Board staff the catchment area of registered children, specifically broken down into quadrants. This 'theoretical' number, along with a site visit to the school area would determine the most appropriate location(s) for a crossing guard. A recommendation would be provided for Council approval and when approved, the required signs/markings and notification would be completed. Human Resources Department would secure a crossing guard and arrange for appropriate training and deployment. Staff would revisit the approved locations during the initial school year with a pedestrian study to determine the 'actual' number of children crossing and that the location(s) is still then most suitable. With this approach, double the time staff is required to be on site to confirm crossing location.

Engineering Services is proposing a new procedure for establishing a crossing guard at a NEW school as noted below:

Procedure for NEW Schools – June 25, 2007

1. The City of Vaughan's Engineering Services Department and Human Resources Department must be advised in writing of any new school by the appropriate School Board.
2. Once confirmation is received, Engineering Services staff will respond in writing on the timeline for the required studies.
3. Engineering Services staff will request from the particular School Board the catchment area of the registered children for the subject school.
4. After the completion of the traffic studies and comparison to the catchment area information, Engineering Services staff will prepare a report to Council on the implementation of a crossing guard, if it meets the Approved City Guidelines/Criteria for Placement of a School Crossing Guard. If the collected information does not meet the criteria, then the particular School Board will be advised in writing on the outcome of our findings.
5. On all correspondences, the Local Councillor and Human Resources Department will be copied on the outcome of the study findings.

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Revised City Criteria for Placement of a School Crossing Guard– June 25, 2007

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 peak school time periods.
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 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 peak school time periods.
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.

In addition, the following Guidelines shall be maintained in managing the School Crossing Guard Program:

10. That a school crossing guard be allowed to cross children on more than one leg of an intersection in an "L" type (adjacent) crossing configuration, only where required signage/pavement markings are in place.
11. That an annual review of 25 pre-selected school crossing guard locations in the field to determine the appropriateness of the crossing location for the subsequent school year.
12. That Engineering Services staff and Human Resources staff meet with the School Boards annually, in February of each year, to discuss school crossing guard matters.

New Schools Fall 2007

Teston Village Public School

The new Teston Village Public School is located on Murray Farm Lane and is scheduled to be opened for the 2007/2008 school year. 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).

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In accordance with the proposed 'Procedure for NEW Schools', the York Region District School Board will be informed to follow this procedure and Engineering Services staff will schedule a review in the Fall 2007, with a crossing guard recommendation report to follow.

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 is scheduled to be opened for the 2007/2008 school year. (The area is shown in Attachment No. 4). 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. 3).

In accordance with the proposed 'Procedure for NEW Schools', the York Region District School Board will be informed to follow this procedure and Engineering Services staff will schedule a review in the Fall 2007, with a crossing guard recommendation report to follow.

St. Veronica Catholic Elementary School

St. Veronica Catholic Elementary School is located on the southwest corner of Maria Antonia Road and Fossil Hill Road. The crossing guard is proposed on the south side of the intersection of Fossil Hill Road and Maria Antonia Road. The area is shown in Attachment No. 4.

This matter was originally recommended for approval and subsequently referred to the Council/School Board Liaison Committee at the June 26, 2006 Council meeting. The intent was to transfer the existing guard from Melville Avenue and Cunningham Drive to this location for St. Veronica Catholic Elementary School. (Refer to Attachment No. 5). The guard at Melville Avenue and Cunningham Drive will now remain as per approval by Council approval at their meeting of May 7, 2007.

A field study was conducted in November, 2006 at the intersection of Fossil Hill Road and Maria Antonia Road to determine the number of children crossing. The results were as follows:

North Side	17 children
South Side	9 children
East Side	17 children
West Side	38 children

The above counts do not specifically meet the warrants, however, they do indicate the potential for a guard location to become warranted. It is recommended that a further study be conducted on this location and a further report be prepared in the Fall 2007 for consideration by Committee of the Whole.

School Crossing Guard Committee

In the past, City staff have submitted recommendations for the removal/relocation of school crossing guards where the warrants were not met. These recommendations have met significant resistance due to the emotional reaction of those affected by the proposed removal. In order to ensure that all aspects of any proposed revisions to school crossing guards are fully considered, it is recommended that when a field study shows low crossing guard usage, a Committee comprising staff from the City, the School Board the Local Councillor, the School Trustee and School Principal be convened to make observations and recommendations. In this way, if a guard is recommended for removal or relocation, the affected community will have been consulted and provided with opportunities for discussion and consideration of all concerns.

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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

This report is consistent with the priorities previously set by Council. Staff reviewed the City Guidelines/Criteria for Placement of a School Crossing Guard.

Attachments

1. 2007 Crossing Guard Review List
2. Teston Village School Boundary Map
3. Carrville Mills School Boundary Map
4. St. Veronica Catholic Elementary School Location Map
5. Council Extract, Item 26, Report No. 37, Committee of the Whole, June 26, 2006

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, Ext. 8031

MD:mc

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)



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SCHOOL CROSSING GUARD POLICY AND PROCEDURE

REVISED JULY 2010

APPLICABILITY

The School Crossing Guard Policy and Procedure applies to all School Crossing Locations in the City of Vaughan. Under this policy and procedure, Engineering Services Department staff in consultation with the Human Resources Department will conduct/review/develop/administer a School Crossing Guard Plan proposal.

PURPOSE

To determine criteria for the appropriate location of a School Crossing Guard Locations.

CRITERIA

1. At a location where there are 50 or more (unassisted) crossings during peak time periods, AND at least ONE of the following required traffic volume criteria is met:
 - a. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local roadway exceeds 1,000 vehicles.
 - b. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local feeder / primary roadway exceeds 3,000 vehicles.
 - c. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a collector roadway exceeds 8,000 vehicles.
 - d. At a side street only where the peak traffic volume rate exceeds 120 vehicles/hour.
 - e. At a location where the minimum sight distance is below 65 metres.
 - f. At an existing all-way stop controlled intersection where the total traffic volume exceeds 350 vehicles for local and feeder / primary intersections.

- g. At an existing all-way stop controlled intersection where the total traffic volume exceeds 500 vehicles for collector intersections.
 - h. At an existing traffic signalized intersection where the peak hour number of school children exceeds 50.
 - i. At a location where the operating speed for the street exceeds the existing speed limit by 10 km/h.
2. IF warrant one is met, AND during the school's designated lunch period a location has a minimum of ten unassisted crossings, THEN the location will warrant for a lunch period guard in addition to the before / after school guard.
 3. IF the warrant is met on more than one leg of an intersection in an "L" type (adjacent) crossing configuration, THEN a school crossing guard will be allowed to cross children on both legs, only where required signage/pavement markings are in place, and the criteria is met.

PROCEDURE

Determining a location for a School Crossing Guard at a **NEW** school:

1. The City of Vaughan's Engineering Services Department and Human Resources Department must be advised in writing of any new school by the appropriate School Board.
2. Once confirmation is received, Engineering Services staff will respond in writing on the timeline for the required studies.
3. Engineering Services staff will request from the particular School Board the catchment area of the registered children for the subject school.
4. After the completion of the traffic studies and comparison to the catchment area information, Engineering Services staff will prepare a report to Council on the implementation of a crossing guard, if it meets the Approved City Guidelines/Criteria for Placement of a School Crossing Guard. If the collected information does not meet the criteria, then the particular School Board will be advised in writing on the outcome of our findings.
5. On all correspondences, the Local Councillor and Human Resources Department will be copied on the outcome of the study findings.

ANNUAL REVIEW

In addition, the following Guidelines shall be maintained in managing the School Crossing Guard Program:

1. That an annual review of 25 pre-selected school crossing guard locations in the field to determine the appropriateness of the crossing location for the subsequent school year.
2. That Engineering Services staff and Human Resources staff meet with the School Boards annually, in February of each year, to discuss school crossing guard matters.

ATTACHMENT NO. 3

SCHOOL	INTERSECTION	LUNCH SHIFT	Noon Hour Crossings	
			Unassisted (Crossed with Guard)	Assisted by a parent
Schools With 20 + Students Crossing During the Lunch Hour:				
WESTMINSTER PUBLIC SCHOOL	Millner Gate & Mullien Drive Volumes were high as 7th & 8th graders were observed leaving the school property, crossing Balhurst Street to the convenience store, and returning 15-20 minutes later with convenience store drinks. Teachers were awaiting their arrival back on school property, and scolding them for crossing Balhurst.	11:05 - 1:20 p.m.	60	0
VENTURA PARK PUBLIC SCHOOL	Worth Blvd. & Rockwood Ct./West Transitioning to a French immersion program over the next 3-4 years. Once the transition is complete it is expected that the numbers of students crossing during the noon hour will decrease significantly.	12:35 - 1:45 p.m.	46	0
ROBDALE HEIGHTS PUBLIC SCHOOL	Atkinson Ave. & Rosedale Heights Dr.	11:00 - 1:15 p.m.	41	5
MAPLE CREEK P.S.	Melville Ave. @ Walkway to West Maple Creek East Park (North of Edlington)	12:00 - 1:15 p.m.	28	1
TESTON VILLAGE P.S.	Murray Farm Lane & Crew Crescent West	11:40 - 12:50 p.m.	22	0
FORESTRUN PUBLIC SCHOOL	Dufferin Hill Dr. & Forest Run Blvd/West	12:00 - 1:10 p.m.	20	2
Schools With 10 - 19 Students Crossing During the Lunch Hour:				
THORNHILL WOODS PUBLIC SCHOOL	Thornhill Woods Drive & Coltrane	12:25 - 1:40 p.m.	19	5
MICHAEL GRAMY P.S.	Melville Ave. and Carron Ave.	11:40 - 12:50 p.m.	19	3
THORNHILL WOODS PUBLIC SCHOOL	Auburn Hill Blvd & Thornhill Woods Dr.	12:25 - 1:40 p.m.	17	3
DISCOVERY PUBLIC SCHOOL	Tierra Ave. & Discovery Trail (West Side)	11:55 - 1:10 p.m.	14	2
FORESTRUN PUBLIC SCHOOL	Ten Oaks Blvd/Forest Run Blvd/West	12:00 - 1:10 p.m.	13	6
BROWN RIDGE PUBLIC SCHOOL	Brownridge Dr. & Thornway Ave	11:10 - 1:25 p.m.	11	5
FORESTRUN PUBLIC SCHOOL	Vanguard Rd/Forest Run Blvd/North	12:00 - 1:10 p.m.	10	0
Schools With 1 - 9 Students Crossing During the Lunch Hour:				
ST. STEPHAN CES	Napa Valley Ave. & Cata Vista Dr.	11:00 - 1:35 p.m.	9	10
DIVINE MERCY CES	Melville Ave. & Cunningham (South side)	11:40 - 12:50 p.m.	8	3

DIVINE MERCY CES	Melville Ave & Roseheath Dr. East	11:40 a.m. - 12:50 p.m.	8	0
VELLORE WOODS P.S.	Starling Blvd & Fox Hound Cr.	12:15 - 1:25 p.m.	8	0
ST. ANGELA MERICI CES	Martingrove Road & Dolores Cr.	11:55 - 1:05 p.m.	8	0
CHARLTON PUBLIC SCHOOL	Rimington Dr./Joseph Aaron Blvd	12:00 - 1:10 p.m.	7	2
ST. CLEMENT CES	Bainbridge Ave. & Forest Dr.	11:20 - 1:10 p.m.	7	5
DISCOVERY PUBLIC SCHOOL	Discovery Trail & Equator Cres/South	12:00 - 1:10 p.m.	7	0
BLESSED TRINITY CES	Hawker Rd. & Mount Charles Cres.	11:15 - 1:00 p.m.	6	3
GLENSHIELDS P.S.	Bob O'Link Ave & Glen Shields Ave	11:50 - 1:45 p.m.	5	3
DR. ROBERTA BONDAR PUBLIC SCHOOL	Grand Trunk Crescent & Ivy Glen Drive (East)	11:50 - 1:00 p.m.	5	1
DR. ROBERTA BONDAR PUBLIC SCHOOL	Grand Trunk Crescent & Ivy Glen Drive (North)	11:50 - 1:00 p.m.	5	0
WILSHIRE PUBLIC SCHOOL	Beverly Glen & Worth Blvd.	11:25 - 1:40 p.m.	5	0
ST. EMILY CES	Comdell Blvd & Plover Heights	11:30 - 1:30 p.m.	4	4
BAKERSFIELD PUBLIC SCHOOL	Misty Sugar Trail & Treecrest Drive East	12:20 - 1:30 p.m.	4	3
ST. GABRIEL THE ARCHANGEL CES	Fiori Drive & Adrianno Court	11:20 - 1:10 p.m.	4	1
GLENSHIELDS P.S.	Cog Hill Dr. & Glen Shields Ave	11:50 - 1:45 p.m.	4	0
HOLY JUBILEE CES	Drummond Dr. and Mondeth Ct	12:00 - 1:10 p.m.	4	0
BAKERSFIELD PUBLIC SCHOOL	Maple Sugar Lane b/w Sugarforest Drive & Daniel Reaman Crescent	12:20 - 1:30 p.m.	4	0
BLESSED TRINITY CES	Hawker Rd. & Springside Rd	11:15 - 1:00 p.m.	3	9
ST. JOSEPH THE WORKER CES	Brownridge Dr. and Draper Blvd	11:25 - 1:05 p.m.	3	4
DIVINE MERCY CES	Melville Ave. & Cunningham Dr. (West Side)	11:40 - 12:50 p.m.	3	3
ELDER'S MILLS P.S.	Napa Valley Ave. & Monte Carlo Drive	12:30 - 1:40 p.m.	3	0
OUR LADY OF ROSARY C.S.	Quaker Ridge Rd & Glen Shields Ave	11:15 - 1:45 p.m.	2	8
ST. AGNES OF ASSISI CES	La Rocca Ave & Comoq Ave. West	11:55 - 1:05 p.m.	2	4
ST. PADRE PIO CES	Forest Fountain Dr. & Napa Valley Ave	11:35 - 12:45 p.m.	2	2
YORK HILL PUBLIC SCHOOL	Hilda Ave. & York Hill Blvd.	11:20 - 1:35 p.m.	2	4
FOSSIL HILL PUBLIC SCHOOL	Fossil Hill Rd. & Villa Royale Ave. North	12:15 - 1:25 p.m.	2	0

MACKENZIE GLEN P.S.	Melville Ave. & Maple Meadows Lane	11:50 - 1:00 p.m.	2	0
BLUE WILLOW PUBLIC SCHOOL	Wildfire Rd & Blue Willow Dr.	12:00 - 1:10 p.m.	2	0
ST. DAVID CES	Killian Rd & Sterling Cr/Lamarr St	11:55 - 1:05 p.m.	1	1
MACKENZIE GLEN P.S.	Drummond Dr. & Cranston Park Dr.	11:50 - 1:00 p.m.	1	0
FOSSIL HILL PUBLIC SCHOOL	Fossil Hill Rd. & Davos Rd. West	12:15 - 1:25 p.m.	1	0
ST. AGNES OF ASSISI CES	Fossil Hill Rd. & LaRocca Ave.	11:55 - 1:05 p.m.	1	0
SAN MARCO CES	Morningstar Dr. & Coronation St. West	11:20 - 1:15 p.m.	1	0
OUR LADY OF FATIMA CES	Woburn Dr. & Crofters Rd.	11:20 - 1:10 p.m.	1	3
Schools With 0 Students Crossing During the Lunch Hour:				
ST. GREGORY THE GREAT CES	Valeria & Greenpark	11:20 - 1:10 p.m.	0	8
FATHER JOHN KELLY CES	Cromwell Rd & Empress Rd/Pentland Crs	11:20 - 1:05 p.m.	0	7
THORNHILL PUBLIC SCHOOL	Spring Gate & Springfield Way	11:00 - 1:05 p.m.	0	7
ST. CATHERINE OF SIENA CES	Timber Lane & Tall Grass Trail	11:55 - 1:05 p.m.	0	6
OUR LADY OF PEACE CES	Barrhill Rd. & Ridgfield Cr	11:15 - 1:15 p.m.	0	3
FATHER JOHN KELLY CES	Keele St. & Dhna Road	11:20 - 1:05 p.m.	0	3
HOLY FAMILY CES	New Westminster Dr/ Mullen Dr./Joseph Aaron	11:55 - 1:05 p.m.	0	2
IMMACULATE CONCEPTION CES	Aberdeen Ave. & Cloverleaf St.	11:15 - 1:05 p.m.	0	1
ST. JOHN BOSCO CES	Belview Ave. & Stan Gate	11:20 - 1:10 p.m.	0	1
ST. ANDREW CES	Forest Fountain Dr. & Montebello Ave	11:35 - 12:45 p.m.	0	1
LORNA JACKSON P.S.	Napa Valley Ave. & Sunset Ridge	11:00 - 1:40 p.m.	0	1
ST. CLARE CES	Valmar Drive & Santa Barbara Pl.	11:30 - 1:05 p.m.	0	1
WILSHIRE PUBLIC SCHOOL	Beverly Glen Blvd (in front of school)	11:25 - 1:40 p.m.	0	1
YORK HILL PUBLIC SCHOOL	Hilda Ave. & Jonathan Gate	11:20 - 1:35 p.m.	0	7
ST. FRANCIS OF ASSISI CES	Aberdeen Ave. & Ashcroft Cr.	11:55 - 1:05 p.m.	0	0
CARRVILLE MILLS PUBLIC SCHOOL	Apple Blossom Drive & Sandwood Road	12:30 - 1:40 p.m.	0	0
WOODBIDGE PUBLIC SCHOOL	Burwick & Kipling Ave. / North	12:30 - 1:40 p.m.	0	0

WOODBIDGE PUBLIC SCHOOL	Burwick & Lansdowne Ave. East	12:30 - 1:40 p.m.	0	0
HOLY FAMILY CES	Conley St & New Westminster Dr.	11:55 - 1:05 p.m.	0	0
HOLY JUBILEE CES	Drummond Drive and St. Joan of Arc Avenue	12:00 - 1:10 p.m.	0	0
ELDER'S MILLS P.S.	Forest Fountain Dr. & Buena Vista/Noble Prince Pl.	12:30 - 1:40 p.m.	0	0
ST. ANDREW CES	Forest Fountain Dr. & Sonoma Blvd.	11:35 - 12:45 p.m.	0	0
IMMACULATE CONCEPTION CES	Governor Cres. & Aberdeen North Intersection	11:15 - 1:05 p.m.	0	0
WOODBIDGE PUBLIC SCHOOL	Highway 7 & Kipling Avenue	12:30 - 1:40 p.m.	0	0
YORK HILL PUBLIC SCHOOL	Hilda Ave. & Clark Ave.	11:20 - 1:35 p.m.	0	0
KLEINBURG PUBLIC SCHOOL	Islington Ave / North of Pennon Rd (in front of school)	12:00 - 1:10pm	0	0
ST. MARGARET MARY CES	Margaret Mary Rd. & Figlen Ridge North	11:10 - 12:20 p.m.	0	0
ST. VERONICA CES	Maria Antonia Drive & Fossil Hill Road	11:55 - 1:05 p.m.	0	0
ST. CLEMENT CES	Martingrove Rd & Bainbridge Ave.	11:20 - 1:10 p.m.	0	0
SAN MARCO CES	Martingrove Rd. & Morningstar Dr.	11:20 - 1:15 p.m.	0	0
ST. CLEMENT CES	Martingrove Road & Forest Drive	11:20 - 1:10 p.m.	0	0
ST. JAMES CES	Mast Rd. & Queen Isabella Cres.	11:55 - 1:05 p.m.	0	0
MAPLE CREEK P.S.	Melville Ave. & Avro Road	12:00 - 1:15 pm	0	0
BLESSED TRINITY CES	Melville Ave/Springside Rd. (East Side)	11:15 - 1:00 p.m.	0	0
BLESSED TRINITY CES	Melville Ave/Springside Rd. (South Side)	11:15 - 1:00 p.m.	0	0
ST. PADRE PIO CES	Napa Valley Ave. & Cricione Dr.	11:35 - 12:45 p.m.	0	0
HOLY JUBILEE CES	St. Joan of Arc & Isaac Murray Dr.	12:00 - 1:10 p.m.	0	0
ST. EMILY CES	Vallore Woods Blvd. & Fox Hunt Dr.	11:30 - 1:30 p.m.	0	0
ST. DAVID CES	Killian Rd & Brice St	11:55 - 1:05 p.m.	0	0
ST. PETER CES	Andrew Park & Martingrove Rd.	11:30 - 12:50 pm	0	0
OUR LADY OF FATIMA CES	Woburn Dr. & Clarence St.	11:55 - 1:10 p.m.	0	0
Schools without a Noon Hour Guard:				

NETIVOT HATORAH HEBREW SCHOOL/LEO BAECK SCHOOL	Atkinson Ave. North of Rodco Dr	None	N/A	N/A
FITZ CHAIM ELEMENTARY SCHOOL	Clark Ave. & York Hill Blvd.	None	N/A	N/A
ASSOCIATED HEBREW SCHOOL	Crosswalk in front of school	None	N/A	N/A

Total Locations	93
Total Guards (noon hour)	90

Schools With 20 + Students Crossing During the Lunch Hour: 6
 Schools With 10 - 19 Students Crossing During the Lunch Hour: 7
 Schools With 1 - 9 Students Crossing During the Lunch Hour: 36
 Schools With 0 Students Crossing During the Lunch Hour: 41
 Schools without a Noon Hour Guard: 3