

## **COMMITTEE OF THE WHOLE – DECEMBER 7, 2010**

### **PROPOSED SCHOOL CROSSING GUARD HIGHMARK DRIVE AND SUMMIT DRIVE WARD 3**

#### **Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Human Resources recommends:

That a school crossing guard be implemented on the east side of the intersection of Highmark Drive and Summit Drive during the morning and afternoon school time periods, as per the Council approved School Crossing Guard Policy and Procedure.

#### **Contribution to Sustainability**

The implementation of a school crossing guard at this location will provide elementary school students a safe crossing area.

#### **Economic Impact**

Should Council approve the implementation of a school crossing guard at this location, in accordance with the School Crossing Guard Policy and Procedure, staff will redeploy an existing crossing guard from a location that does not meet the warrant, to this location. The required traffic signs and pavement marking will be implemented as per Provincial guidelines. The ongoing costs of the crossing guard operation, signs and pavement markings will be incorporated into future Operating Budgets.

#### **Communications Plan**

Engineering Services staff will advise the School and the School Board of Council's decision on this matter.

#### **Purpose**

To review the need for a crossing guard at the intersection of Highmark Drive and Summit Drive as Glen Gould Public School recently opened in September 2010.

#### **Background – Analysis and Options**

Glen Gould Public School is located on the northwest corner of Vellore Park Avenue and Highmark Drive. The school was in operation in September 2010. The area is shown in Attachment No. 1.

Engineering Services staff conducted a pedestrian study on September 15, 2010 at the intersection of Highmark Drive and Summit Park Drive to determine the number crossings. There are existing sidewalks on the north side of Highmark Drive and the east side of Summit Drive. On the day of the study, the weather was sunny and clear. The results were as follows:

Time	North Side	South Side	East Side	West Side
8:00 am – 9:00 am	n/a	3	43	0
12:40 pm – 1:40 pm	n/a	0	4	0
3:15 pm – 4:15 pm	n/a	5	39	0
Total	n/a	8	86	0

A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted elementary school students crossing the road exceeds 50 in the peak hours (a.m. and p.m. combined). Based on the total number of students crossing Highmark Drive unassisted (86), the warrant of 50 students crossing is met. The table above shows the majority of students are crossing on the east side of the intersection. Staff recommends that the school crossing guard be placed on the east side of the intersection of Highmark Drive and Summit Drive.

The school crossing guard will be assigned noon time duties if the Council approved warrant of 10 unassisted crossings is met during the school's designated lunch period. Based on the noon study, there were 9 unassisted elementary school students crossing the intersection, therefore, the noon hour warrant for a crossing guard is not met for this location.

### **Relationship to Vaughan Visions 2020/Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- Pursue Excellence in Service Delivery; and
- Enhance and Ensure Community Safety, Health & Wellness.
- Lead and Promote Environmental Sustainability.

This report is consistent with the priorities previously set by Council.

### **Regional Implications**

Not Applicable.

### **Conclusion**

Based on Engineering Services staff's review, it is recommended that a school crossing guard be implemented on the east side of Highmark Drive and Summit Drive during the morning and afternoon school time periods.

### **Attachments**

1. Location Map

### **Report prepared by:**

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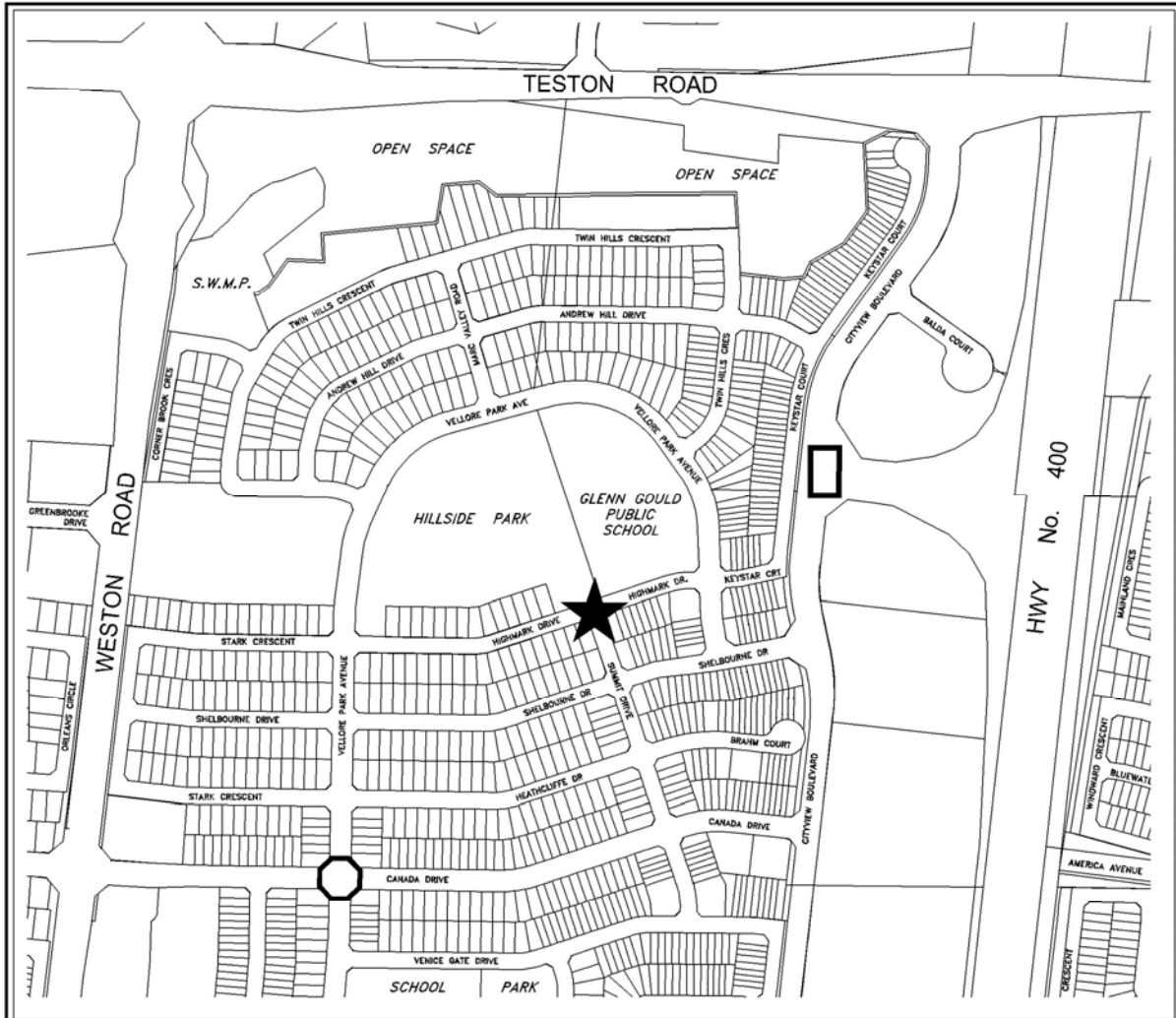
Respectfully submitted,

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

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




MR:mc

# ATTACHMENT No. 1



## HIGHMARK DRIVE and SUMMIT DRIVE PROPOSED SCHOOL CROSSING GUARD

### LEGEND

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



NOT TO SCALE