

COMMITTEE OF THE WHOLE – JANUARY 22, 2007

MELVILLE AVENUE AND CUNNINGHAM DRIVE SURVEY FROM DIVINE MERCY CATHOLIC SCHOOL

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. The existing school crossing guard on the south side of the Melville Avenue and Cunningham Drive intersection be relocated to the west side of the Melville Avenue and Cunningham Drive intersection.
2. The need for an additional crossing guard for St. Veronica Catholic Elementary School be referred to the first 2007 meeting of the Council/School Board Liaison Committee.

Economic Impact

There is no economic impact to relocating the existing school crossing guard from the south leg to the west leg of the Melville Avenue and Cunningham Drive intersection.

Purpose

To report on the feasibility to maintain the existing school crossing guard for the Melville Avenue and Cunningham Drive intersection (south side), in response to surveys received from the Principal of Divine Mercy Catholic School.

Background - Analysis and Options

Staff received completed surveys from the Principal of Divine Mercy Catholic school to maintain the existing school crossing guard at the intersection of Melville Avenue and Cunningham Drive (south side). A total of 272 signatures were collected on separate survey pages and returned to Divine Mercy Catholic School.

The existing guard is in place from 7:30 a.m. to 9:00 a.m., and 2:30 p.m. to 4:00 p.m.. Divine Mercy Catholic Elementary School is located on the south-east corner of Melville Avenue and Cunningham Drive, and Michael Cranny Public Elementary School is located on the north-east corner of Melville Avenue and Roseheath Drive. (See Attachment No. 1 for the area network).

Council has approved the installation of a new pedestrian signal to be located at the existing raised crosswalk on Melville Avenue located approximately mid-way between Cunningham Drive and Carron Avenue. Installation and activation of the pedestrian signal will be early 2007. (Refer to Council Report, October 17, 2005, Attachment No. 2).

With the completion of the pedestrian signal, the existing school crossing guard at Melville Avenue and Carron Avenue will be relocated to the signal location. The crossing guards on the south and west sides of Melville Avenue at Roseheath Drive will remain in place.

Annual School Crossing Guard Review

Engineering staff have started to conduct a review of school crossing guard locations and annually select 25 locations to study. The 2006 review (refer to Council Report, June 26, 2006 as Attachment No. 3) recommended that the Melville Avenue and Cunningham Drive guard be relocated to a NEW school, St. Veronica Catholic Elementary School (Fossil Hill Road and Maria Antonio Road). This report was referred to the Fall, 2006 Council/School Board Liaison Meeting. The final decision with respect to the relocation of the school crossing guard from Melville Avenue

and Cunningham Drive has been deferred to the first 2007 meeting of the Council/School Board Liaison Committee.

Per the request, Staff undertook a turning movement count on Wednesday, November 15, 2006 at the Melville Avenue and Cunningham Drive intersection. The pedestrians crossing from 7:30 a.m. – 9:00 a.m. and 3:00 p.m. – 4:00 p.m. are summarized below:

	North Side	South Side	East Side	West Side
7:30 a.m. – 9:00 a.m.	7	82	13	53
3:00 p.m. – 4:00 p.m.	4	183	34	94

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. Based on the traffic study and warrant, staff recommended that a new school crossing guard be implemented on the west side of the Melville Avenue and Cunningham Drive intersection.

The pedestrians crossing on the south side (82 in the A.M. period, and 183 in the P.M. period) will be serviced by the new pedestrian signal.

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.

Conclusion

Based on a review, staff recommends that the existing crossing guard be relocated from the south leg to the west leg of the Melville Avenue and Cunningham Drive intersection. Further, the need for an additional crossing guard at St. Veronica Catholic Elementary School be referred to the first 2007 Council/School Board Liaison Meeting.

Attachments

1. Location Map
2. Council Extract - Item 17, Report No. 54, October 17, 2005
3. Council Extract - Item 26, Report No. 37, June 26, 2006

Report prepared by:

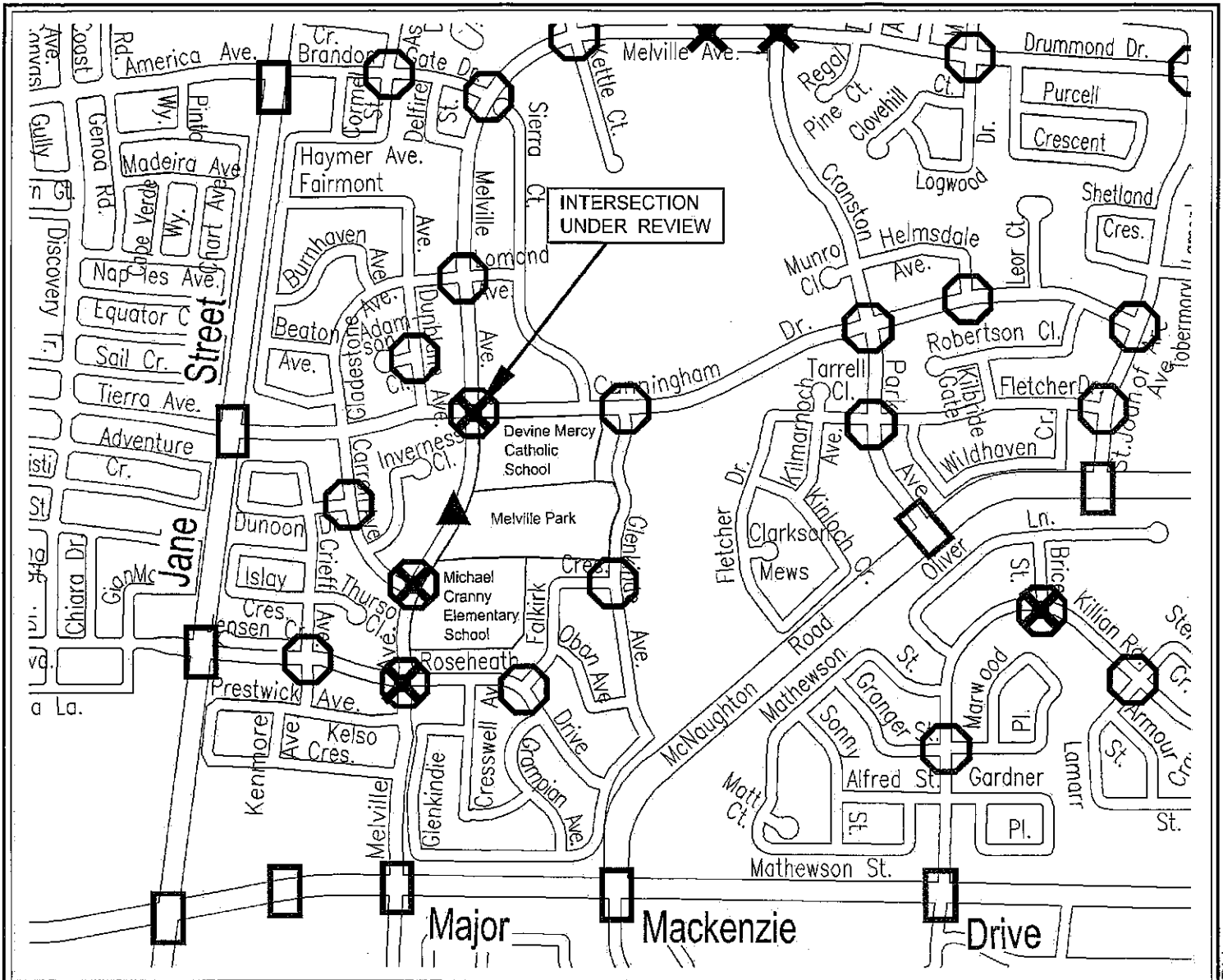
Mark Ranstoller, Senior Traffic Technologist, Ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

Respectfully submitted,

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






Gary Carroll, P. Eng.
Director of Engineering Services

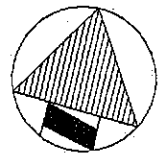
ATTACHMENT No. 1



MELVILLE AVENUE & CUNNINGHAM DRIVE SURVEY FROM DEVINE MERCY CATHOLIC SCHOOL

LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD
-  APPROVED PEDESTRIAN SIGNAL (WINTER 2007 COMPLETION)



NOT TO SCALE

ATTACHMENT NO. 2

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 17, 2005

Item 17, Report No. 54, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 17, 2005.

17 **MELVILLE AVENUE FROM ROSEHEATH DRIVE TO CUNNINGHAM DRIVE** **PEDESTRIAN CROSSING REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 11, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a Pedestrian Signal be installed at the existing raised crosswalk located on Melville Avenue between Divine Mercy Catholic School and Michael Cranny Public School.
2. That funding for the subject Intersection Pedestrian Signal (IPS) be included in the Draft 2006 Capital Budget for Council's consideration and approval.

Economic Impact

The cost to install the Pedestrian Signal, pavement markings and signs will be an initial impact on the 2006 Capital Budget. The on-going costs to maintain the signals, pavement markings and signs would be an impact to future operating Budgets.

Purpose

To review the feasibility of implementing a Pedestrian Signal at the raised crosswalk located on Melville Avenue between Divine Mercy Catholic School and Michael Cranny Public School.

Background - Analysis and Options

Several requests from residents were received to review the traffic at three major intersections along Melville Avenue South of Cunningham Drive. The three intersections are at Roseheath Drive, at Carron Avenue, and at Cunningham Drive. At the three locations, children cross Melville Avenue to either Divine Mercy or Michael Cranny Elementary Schools and Melville Park. The area is shown on Attachment No.1.

Melville Avenue is a major collector roadway with a 26.0 meter right-of-way. Roseheath Drive and Cunningham Drive are feeder roadways with a 23.0 meter right-of-way and Carron Avenue is a local roadway with a 20.0 meter right-of-way. The speed limit on the three roadways is posted at 40 km/h.

On Melville Avenue between Roseheath Drive and Cunningham Drive there are two elementary schools and a Park; Divine Mercy Catholic School and Michael Cranny Public School and Melville Park. There currently exists three all-way stop controls on Melville Avenue in the area being reviewed; one each at Roseheath Drive, Cunningham Drive and Carron Avenue. There are two existing crossing guards at Melville Avenue and Roseheath Drive; one on the west side and one crossing guard on the south side. The crossing guards at Melville Avenue and Carron Avenue, and Melville Avenue and Cunningham Drive are located on the south side. The purpose of the crossing guards is to assist children at the intersections during the arrival/dismissal, morning and afternoon periods. There are eight existing curb extensions along Melville Avenue between Roseheath Drive and Cunningham Drive. There is an existing raised crosswalk located on Melville Avenue between Divine Mercy Catholic School and Michael Cranny Public School leading to Melville Park.

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Item 17, CW Report No. 54 – Page 2

Traffic studies were conducted for an 8-hour time period on Melville Avenue; at Roseheath Drive, at Cunningham Drive and at Carron Avenue to assess the feasibility of implementing a traffic signal at each intersection. The traffic counts were conducted on Thursday, September 8, 2005 during the peak time periods from 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 2:00 p.m., and from 3:00 p.m. to 6:00 p.m.. The following is a summary of the results:

Melville Avenue at Roseheath Drive

Warrant 1 – Minimum Vehicular Volumes	Warranted 71%
Warrant 2 – Delay to Cross Traffic	Warranted 70%
Warrant 3 – Accident Hazard	Warranted 0%

Melville Avenue at Carron Avenue

Warrant 1 – Minimum Vehicular Volumes	Warranted 22%
Warrant 2 – Delay to Cross Traffic	Warranted 33%
Warrant 3 – Accident Hazard	Warranted 0%

Melville Avenue at Cunningham Drive

Warrant 1 – Minimum Vehicular Volumes	Warranted 67%
Warrant 2 – Delay to Cross Traffic	Warranted 46%
Warrant 3 – Accident Hazard	Warranted 0%

Traffic signals are recommended when one of the above warrants are satisfied 100% or more. There are no recorded vehicle collisions at these intersections susceptible to prevention by a traffic signal over the last three years. Traffic signals at Melville Avenue and Roseheath Drive, Melville Avenue and Carron Avenue and Melville Avenue and Cunningham Drive are not warranted at this time.

Staff conducted stop sign compliance studies at Melville Avenue at Roseheath Drive and Melville Avenue at Cunningham Drive on Thursday, September 8, 2005 and at Melville Avenue at Carron Avenue on Tuesday, September 13, 2005 during the peak time periods of 7:30 a.m. to 9:00 a.m. and from 3:30 p.m. to 5:00 p.m.. Results show that the majority of motorists (44% to 66%), 'practically stopped' (motorists slowing down to 0-5 km/h) at the intersection of Melville Avenue and Roseheath Drive. At Melville Avenue and Carron Avenue, and at Melville and Cunningham Drive, the majority of motorists (57% to 81%) and (38% to 53%) respectively, made a 'voluntary full stop'. This indicates that the majority of motorists at the three intersections do not fail to observe the stop compliance. York Regional Police carry out stop sign compliance enforcement as their resources permit. Staff has notified York Regional Police for enforcement of the stop signs on Melville Avenue back in June, 2005.

Staff also conducted Pedestrian Crossing Studies at Melville Avenue and Roseheath Drive, Melville Avenue and Carron Avenue and Melville Avenue and Cunningham Drive during school arrival/dismissal, morning and afternoon periods. The following is a summary of the results:

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Table 4 - Summary of Pedestrian Studies on Melville Avenue

Location	Date	Time	Crossing north side	Crossing south side 1	Crossing east side	Crossing west side
Melville Avenue at Roseheath Drive	Wednesday, September 14, 2005	7:30 am to 9:00 am	4 (assisted) 2 (unassisted)	7 (assisted) 29 (unassisted)	18 (assisted) 51 (unassisted)	0
		2:25 pm to 4:00 pm	3 (assisted) 8 (unassisted)	5 (assisted) 16 (unassisted)	16 (assisted) 61 (unassisted) <i>existing guard location</i>	14 (unassisted)
Melville Avenue at Carron Avenue	Wednesday, September 14, 2005	7:55 am to 9:00 am	0	12 (assisted) 52 (unassisted)	N/A	6 (unassisted)
		2:45 pm to 4:00 pm	0	14 (assisted) 11 (unassisted)	N/A	5 (assisted) 4 (unassisted)
Melville Avenue at Cunningham Drive	Tuesday, September 13, 2005	7:30 am to 9:00 am	2 (assisted)	56 (assisted) 61 (unassisted)	9 (assisted) 3 (unassisted)	20 assisted 30 (unassisted)
		2:25 pm to 4:00 pm	8 (assisted) 8 (unassisted)	65 (assisted) 49 (unassisted)	36 (assisted) 52 (unassisted)	14 (assisted) 15 (unassisted)

1 Existing Crossing Guard Location, all intersections noted.

2 Children crossing Melville Avenue 'assisted' indicates that children were accompanied by a parent or guardian in addition to a crossing guard present; whereas 'unassisted' indicates that a parent or guardian did not accompany the children, however, a crossing guard was still present.

A Pedestrian Signal will provide drivers with greater identification and warning of pedestrians crossing Melville Avenue. Approximately 415 children would be expected to cross Melville Avenue at the existing raised crosswalk during the arrival/dismissal, morning and afternoon periods, daily. This number includes both assisted and unassisted children. With the proposed Pedestrian Signal in place, the crossing guard at Roseheath Drive assisting pedestrians on the east side would remain while the existing crossing guards on the south sides of Roseheath Drive and Cunningham Drive at Melville Avenue could be re-located to a future approved location. In addition, the crossing guard currently at Carron Avenue would be re-located to the existing raised crosswalk to assist the children during the arrival/dismissal, morning and afternoon periods. Staff will discuss this recommendation if approved with both schools and will assist with the parents to encourage the use of this crossing location as their childrens' primary route rather than to cross at Roseheath Drive, Carron Avenue and Cunningham Drive.

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Therefore, it is recommended that a Pedestrian Signal be installed at the raised crosswalk on Melville Avenue located between Divine Mercy Elementary School and Michael Cranny Elementary School. Encouraging pedestrians to cross at the raised crosswalk is a safer alternative and will reduce confusion of motorists with the pedestrian activity in this area by encouraging the use of this consolidated crossing location.

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.

Conclusion

Based on staff's review, it is recommended that a Pedestrian Signal be installed at the existing raised crosswalk on Melville Avenue between Divine Mercy Elementary School and Michael Cranny Elementary School.

Attachments

1. Location Map

Report prepared by:

Sabrina Naccarato, Traffic Analyst, ext. 8759
Mike Dokman, Supervisor Traffic Engineering, ext. 8031

:SN

(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.)

ATTACHMENT NO. 3

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 26, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

26

SCHOOL CROSSING GUARD ANNUAL LOCATION REVIEW

The Committee of the Whole recommends that this matter be referred to the Council/School Board Liaison Committee.

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 a school crossing guard be approved on the south side of the intersection of Fossil Hill Road and Maria Antonia Road (St. Veronica Catholic Elementary School);
2. That the school crossing guard to be removed from the intersection of Melville Avenue and Cunningham Drive be relocated to the intersection of Fossil Hill Road and Maria Antonia Road;
3. That the following three school crossing guards be removed: New Westminster Drive/Conley Street, Melville Avenue/Avro Road and Martin Grove Road/Forest Drive; and
4. That the 82 guard complement be retained and the above three guard removals in recommendation #3 be utilized at a future school or an additional approved request.

Economic Impact

Not Applicable.

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.

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 annualized cost of one crossing guard is \$8,100. The cost for September to December is \$3,300 per guard (based on the current rate of pay as approved by Council). There are currently 82 guards approved within budget complement for the School Crossing Guards Program in 2006.

Engineering staff have undertaken further reviews of school crossing guard locations that may potentially be eliminated/relocated 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.

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CITY OF VAUGHAN

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Item 26, CW Report No. 37 – Page 2

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, 6 are at signalized intersections, 18 are at intersections under an all-way stop control, 1 is at tee-type intersection location with only the side street with the stop control and 1 is located at an intersection that is controlled by a traffic circle. 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.

New School for 2006

York District Catholic School Board

There is 1 new school opening for September 2006. St. Veronica Catholic Elementary School is located on the southwest corner of the intersection of Fossil Hill Road and Maria Antonia Road. Based on the location of the school in comparison to number of households, it is proposed that a school crossing guard be provided on the south side of the Fossil Hill Road and Maria Antonia Road intersection. There is an existing all-way stop control at the intersection Fossil Hill Road and Maria Antonia Road. Refer to Attachment #1. The registered number of children that would cross Fossil Hill Road is 84. This guard will assist children arriving east of Fossil Hill Road. Staff will monitor this location in September 2006 to ensure this is the most appropriate location. The complement position for this crossing guard will be obtained by relocating the guard position from Melville Avenue and Cunningham Drive to this new location. The existing guard at Melville Avenue and Cunningham Drive (south side) will be removed once the Melville Pedestrian Signal is installed prior to the new school year in September 2006. A child wishing to cross Melville Avenue may do so at the new mid-block Pedestrian Signal.

Review of the 25 pre-selected 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. The following guard locations were noted to assist on additional legs of the intersection: Brownridge Dr/Draper Blvd, Melville Ave/Springside Rd, Melville Ave/Avro Rd, Melville Ave/Roseheath Dr, Discovery Tr/Equator Cres, New Westminster Dr/Mullen Dr, Fossil Hill Blvd/Davos Rd and Ten Oaks Blvd/Forest Run Blvd. Staff advised Human Resources of these concerns. Based on the studies, no additional 'L' type crossings are warranted at any of the above locations.
3. As shown in the accompanying chart (Attachment No. 2), the number of counted children compared to the registered number of children that may use a particular guard location is relatively low.

There are three guard locations that had a low presence of children crossing activity:

- New Westminster Dr/Conley St (total children 19), existing traffic signal for assistance.
- Melville Ave/Avro Rd (total children 5), existing traffic signal for assistance.
- Martin Grove Rd/Forest Dr (total children 4), existing all-way stop control.

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It is recommended, that the three guards be removed but not eliminated from the 82 guard complement. These guards can be kept as part of the complement that will allow staff to utilize them at a future school location, as an additional approved request or as spares in the event of absenteeism or illness. Staff note that the existing crossing guard from Melville Avenue and Roseheath Drive is to be relocated to a New crossing on Thornhill Woods Drive, south of Coltrane Drive.

Approved City Guidelines/Criteria for Placement of a School Crossing Guard– June 28, 2004

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.

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).

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 and recommend that the following three guard locations be removed: New Westminster Dr/Conley St, Melville Ave/Avro and Martin Grove Rd/Forest Dr. Staff recommends that the approved compliment of 82 guards be retained and the above three guard removals be utilized at a future school location or an additional approved request.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

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Staff also recommends that a school crossing guard be approved on the south side of the Fossil Hill Road and Maria Antonia Road intersection for the new school St. Veronica Catholic Elementary School.

Attachments

1. St. Veronica Catholic Elementary School Location Map
2. 2006 Crossing Guard Review List

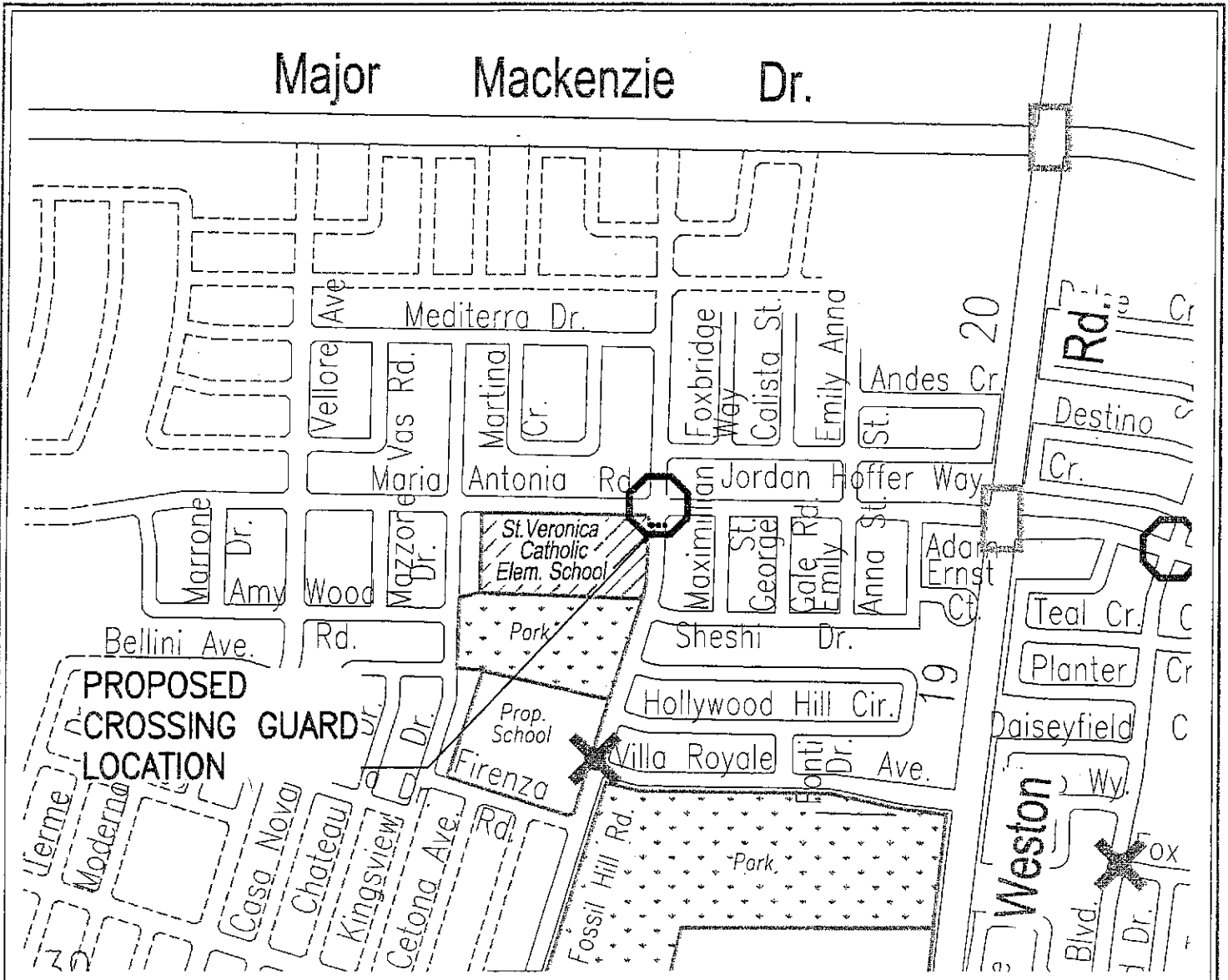
Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, Ext. 8031

:MD

(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.)

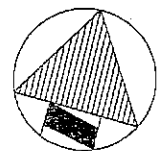
ATTACHMENT No. 1



ST.VERONICA CATHOLIC ELEMENTARY SCHOOL PROPOSED SCHOOL CROSSING GUARD

LEGEND

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



NOT TO SCALE

City of Vaughan
2006 Crossing Guard Reviews

School	Crossing Guard Location	# of Children Crossing	# Registered Children	Date of Study
Blessed Trinity Catholic School	1. Hawker Rd and Mount Charles Cres, (south side) 2. Melville Ave and Springside Rd, (east side)	AM - 44 children PM - 54 children AM - 13 children PM - 18 children	282 70	March 22/06 March 23/06
Discovery Public School	3. Discovery Trail and Equator Cres, (south side)	AM - 23 children PM - 25 children	147	March 29/06
Divine Mercy Separate School	4. Melville Ave and Roseheath Dr, (south side)	AM - 21 children PM - 25 children	73	March 30/06
Elder Mills Public School	5. Forest Fountain Dr and Buena Vista Dr/Noble Prince Pl, (north side) 6. Napa Valley Ave and Monte Carlo Dr, (east side)	AM - 6 children PM - 8 children AM - 12 children PM - 13 children	88 113	April 4/06 March 21/06
Forest Run Public School	7. Dufferin Hill Dr and Forest Run Blvd, (west side) 8. Ten Oaks Blvd and Forest Run Blvd, (west side)	AM - 36 children PM - 26 children AM - 31 children PM - 23 children	93 166	March 30/06 April 11/06
Fossil Hill Public School	9. Fossil Hill Rd and Davos Rd, (west side)	AM - 11 children PM - 55 children	361	April 12/06
Holy Family Catholic School	10. New Westminster Dr and Mullen Dr/Joseph Aaron Blvd, (south side) 11. New Westminster Dr and Conley St, (north side)	AM - 12 children PM - 14 children AM - 1 child PM - 18 children	91 60	April 19/06 April 20/06
Holy Jubilee Catholic School	12. St Joan of Arc Ave and Isaac Murray Dr, (south side)	AM - 24 children PM - 15 children	193	April 24/06
Immaculate Conception School	13. Aberdeen Ave and Governor Cres/Cloverleaf Cres, (north side)	AM - 29 children PM - 32 children	83	April 27/06
Maple Creek Public School	14. Melville Ave and Avro Rd, (north side)	AM - 3 children PM - 2 children	57	April 25/06
Rosedale Public School	15. Atkinson Ave and Rosedale Heights Dr/Highcliffe Dr, (east side)	AM - 41 children	162	April 25/06

**City of Vaughan
2006 Crossing Guard Reviews**

School	Crossing Guard Location	# of Children Crossing	# Registered Children	Date of Study
St Agnes of Assisi	16. Fossil Hill Rd and LaRocca Ave. (south side)	AM - 44 children PM - 54 children	261	May 2/06
St Andrews Catholic School	17. Forest Fountain Dr and Soroma Blvd. (east side).	AM - 7 children PM - 37 children	59	May 2/06
St Clements Separate School	18. Martin Grove Rd and Forest Dr (south side)	AM - 4 children PM - 0 children	14	May 17/06 AM May 18/06 PM
St David's Separate School	19. Killian Rd and Brice Rd, (east side)	AM - 21 children PM - 48 children	68	May 2/06
St John Bosco	20. Belview Ave and Stan Gt, (east side)	AM - 9 children PM - 20 children	25	May 9/06
St Joseph the Worker	21. Brownridge Dr and Draper Blvd, (south side)	AM - 36 children PM - 64 children	46	May 10/06
St Peter's Separate School	22. Martin Grove Rd and Andrew Park Dr/Auburn Dr, (north side)	AM - 8 children PM - 29 children	55	May 10/06
Thornhill Public School	23. Spring Gate Blvd and Springfield Way, (south side)	AM - 19 children PM - 14 children	103	May 10/06
Westminster Public School	24. Mullen Dr and Milner Gt, (north side)	AM - 12 children PM - 10 children	44	May 24/06
Wishire Public School	25. Beverly Glen Blvd (in front of the school)	AM - 34 children PM - 65 children	120	May 25/06