

COMMITTEE OF THE WHOLE - JUNE 14, 2011

SCHOOL CROSSING GUARD ANNUAL LOCATION REVIEW

Recommendation

The Director of Engineering Services in consultation with the Director of Human Resources recommends:

That this report be received for information.

Contribution to Sustainability

The implementation of crossing guards assists children to cross a City roadway in a safe manner and minimize potential vehicle/pedestrian conflicts. The City's School Crossing Guard Policy and Procedure assists staff to ensure the most appropriate location is identified and the guard is at a location where needed.

Economic Impact

There is no economic impact at this time.

The cost to remove a crossing guard that does not meet the crossing guard criteria would be an initial savings reduction in the annual Operating Budgets of \$9,000. The crossing guard signs and posts could be re-used at a later date.

Based on the findings of the crossing guard studies during the weeks of June 6 and 13, if a crossing guard is recommended to be removed, the information on the cost reduction will be available in the communication to Council at its meeting on June 28, 2011.

Communications Plan

The Principals of each of the schools, and the associated School Board Trustee, impacted by the potential removal of the crossing guard have been notified. A communication memorandum will be brought forward to the June 28, 2011 Council meeting, with an update of the results of the school crossing guard studies.

The extract related to this report will be provided to both the York Region District School Board and the York Region Catholic School Board. Staff will notify each of the Principals advise of any changes to the crossing guard locations near their schools.

Purpose

To provide the results of the recent review of crossing guard locations in accordance with City School Crossing Guard Policy and Procedure. There were 18 crossing guard locations that did not meet the crossing guard criteria of 50 crossings in 2010. These locations were reviewed again in 2011 to determine if they met the crossing guard criteria. 12 of the 18 locations did not meet the crossing guard criteria, and are being reviewed during the weeks of June 6 and June 13. The results and staff's recommendations will be provided as a communication to Council at its meeting on June 28, 2011.

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 approximately \$9,000. There are presently 92 guards approved within the budget complement for the School Crossing Guards Program in 2011.

Engineering Services staff have undertaken reviews of the 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.

Staff conducted a pedestrian study at each of the 18 guard locations and the results are summarized in a table in Attachment No. 1.

Review of the 18 Crossing Guard Locations

A brief summary is provided from the pedestrian studies:

1. There were no issues identified with the use of the guard and/or vehicle/pedestrian conflicts noted.
2. As shown in the accompanying table (Attachment No. 1) and listed below are the 12 schools where the number of recorded crossings did not meet the minimum criteria of 50 crossings during the school time periods, in the reviews conducted in 2010 and 2011.
 - Blessed Trinity Catholic School (Melville Ave and Springside Rd, east side)
 - Maple Creek Public School (Melville Ave and Avro Rd, north side)
 - St. David's Separate School (Killian Rd and Brice Rd, east side)
 - Elder Mills Public School (Forest Fountain Dr and Buena Vista Dr/Noble Prince Pl, north side)
 - St. Clements Separate School (Martin Grove Rd and Forest Dr, south side)
 - St. Peter's Separate School (Martin Grove Rd and Andrew Park Dr/Auburn Dr, north side)
 - Discovery Public School (Discovery Trail and Equator Cres, south side)
 - St. Agnes of Assisi Catholic School (Fossil Hill Rd and La Rocca Ave, south side)
 - St. John Bosco Catholic School (Belview Ave and Stan Gate, east side)
 - Thornhill Woods Public School (Thornhill Woods Dr and Autumn Hill Blvd, east side)
 - Holy Family Catholic School (New Westminster Dr and Autumn Hill Blvd, east side)
 - Thornhill Public School (Spring Gate Blvd and Springfield Way, south side)

This report indicates that in 2010, 18 of the 25 locations reviewed did not fulfill the minimum criteria of 50 crossings during the school time periods. The 18 locations were again reviewed in 2011, and the results indicate that 12 of the 18 locations still do not fulfill the minimum criteria of 50 crossings during the school time periods. The remaining 6 locations did meet the 50 crossings minimum requirement in 2011.

Engineering Services staff are carrying out crossing guard studies of these 12 schools. The Principals of each of the schools, and the associated School Board Trustee, have been advised of these studies. As part of the communication, the information from the most recent studies will be available.

At the December 14, 2010 Council meeting, there were four new school crossing guards approved at the following locations:

- Ahmadiyya Avenue and Bashir Street, east side
- Highmark Drive and Summit Drive, east side
- Avro Road and Hawker Road, west side
- Hawker Road and Sylwood Crescent/Villandry Crescent (south leg), west side

Should the results of the 12 recent locations determine that the crossing guard criteria is not met, there is the opportunity to redeploy 4 guards to the new locations, as approved in December 2010. The economic impact would be adjusted accordingly to reflect this change, to ensure that the most appropriate location is implemented.

Relationship to Vaughan Vision 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;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

Regional Implications

Not Applicable.

Conclusion

Engineering Services staff identified 18 crossing guard locations in 2010 that did not meet the minimum crossing guard criteria requirements. A review of these 18 locations was undertaken again in 2011. The results indicate that 12 of the 18 locations continue to not meet the minimum crossing guard criteria requirements, and are being reviewed during the weeks of June 6 and June 13. The results and staff's recommendations will be provided as a communication to Council at it's meeting on June 28, 2011.

Attachments

1. 2010/2011 Crossing Guard Review Comparison

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Respectfully submitted,

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MR:mc

ATTACHMENT NO. 1

City of Vaughan 2010/2011 Crossing Guard Review Comparison		
School	Crossing Guard Location	Number of Children Crossing
		2010
WARD 1		
Blessed Trinity Catholic School	Melville Avenue and Springside Road (east side)	16
Maple Creek Public School	Melville Avenue and Avro Road (north side)	5
St. David's Separate School	Killian Road and Brice Road (east side)	19
WARD 2		
Elder Mills Public School	Forest Fountain Drive and Buena Vista Drive/Noble Prince Place (north side)	3
Elder Mills Public School	Napa Valley Avenue and Monte Carlo Drive (east side)	26
St. Andrews Catholic School	Forest Fountain Drive and Sonoma Boulevard (east side)	31
St. Clement's Separate School	Martin Grove Road and Forest Drive (south side)	15
St. Peter's Separate School	Martin Grove Road and Andrew Park Drive/Auburn Drive (north side)	18
WARD 3		
Discovery Public School	Discovery Trail and Equator Crescent (south side)	13
Fossil Hill Public School	Fossil Hill Road and Davos Road (west side)	49
St. Agnes of Assisi Catholic School	Fossil Hill Road and La Rocca Avenue (south side)	46
St. John Bosco Catholic School	Belview Avenue and Stan Gate (east side)	12
WARD 4		
Forest Run Public School	Ten Oaks Boulevard and Forest Run Boulevard (west side)	37
Thornhill Woods Public School	Thornhill Woods Drive and Autumn Hill Boulevard (east side)	33
WARD 5		
Holy Family Catholic School	New Westminster Drive and Mullen Drive/Joseph Aaron Boulevard (south side)	23
St. Joseph the Worker Catholic School	Brownridge Drive and Draper Boulevard (south side)	36

City of Vaughan 2010/2011 Crossing Guard Review Comparison			
School	Crossing Guard Location	Number of Children Crossing	
		2010	2011
Thornhill Public School	Spring Gate Boulevard and Springfield Way (south side)	17	17
Willshire Public School	Beverly Glen Boulevard (in front of the school)	45	144