



Lunch Period School Crossing Guard Review - Update

General Committee

April 8, 2013

Operations Department

Agenda

- Background
- Assessment Criteria
- Results
- Recommendations



Background

- **Presentation to General Committee on September 10, 2012, recommending the review of lunch period school crossing guard services.**
- **General Committee requested that staff:**
 - Conduct additional technical assessments to determine if lunch period crossing services meet necessary warrant criteria
 - Ensure that safety remains a priority
 - Ascertain number of children permitted to leave school during lunch
 - Advise affected schools of alternative programs, such as student patrollers
 - Report back to Committee regarding results & recommendations

Assessment Criteria



Ontario Traffic Council
www.otc.org

- **All affected schools were requested to provide number of children permitted to leave home**
 - Responses from individual schools inconsistent
 - Walking vs. students driven not known
 - Data ultimately not reliable for the purpose of this assessment
- **Site observations and technical warrant criteria is the best method to determine effective utilization of the service**

- **The City complies with guidelines outlined in the Ontario Traffic Council School Crossing Guard Guide**
- **Warrant guidelines encompass the following principles:**
 - Number of students crossing;
 - Opportunities for school-age children to safely cross the street;
 - Pedestrian/vehicle conflicts.
- **Of the 37 locations provided with lunch period services:**
 - 35 locations are not warranted;
 - 26 locations have one or fewer student crossings;
 - Implementation of lunch period services pre-date the establishment of the current warrant criteria.

- **Removing lunch period services for all 35 locations is not recommended**
 - Several crossings have consistent student traffic
 - Reasonable measures must be taken to maintain student safety
- **Modified criteria was developed, considering existing pedestrian demand and traffic controls**
- **Lunch period services will be maintained if either one of the following criteria are met:**
 - Crossing is uncontrolled (free-flow) with one (1) or more student crossings
 - Crossing is controlled (all-way stop or traffic signal) with at least five (5) student crossings

Results

- **All 37 locations were assessed using modified criteria**
 - 10 locations not controlled (free-flow)
 - 27 locations at traffic controlled intersections (all-way stop or traffic signal)
- **21 locations consistently failed to meet the modified criteria**
 - Four (4) locations had 1-3 student crossings
 - Suitable candidates for the School Safety Patrolter Program
 - 17 locations had no student crossings
 - No impact to students if lunch services removed

Locations Recommended for Removal of Lunch Period Services

UNCONTROLLED LOCATIONS (free-flow traffic)			
LOCATION	WARD #	Safe Gaps to Cross?	# of Student Crossings
Baythorn & Baythorn P.S.	1	Yes	0
Simonston & Bucks Green	2	Yes	0
Willowbrook & Trimble	2	Yes	0
Wootten Way & Reesor P.S.	5	Yes	0
CONTROLLED LOCATIONS (all-way stop; traffic signal)			
LOCATION	WARD #	Safe Gaps to Cross?	# of Student Crossings
Yonge & Elgin	1	Yes	0
Clark & Dudley	1	Yes	0
Baythorn & Royal Orchard	1	Yes	0
Royal Orchard & Inverlochy	1	Yes	0
John & Henderson	1	No	0
Henderson & Grandview	1	Yes	2
John & Bayview Fairways	2	Yes	0
Don Mills & Simonston North	2	Yes	0
Simonston & Waggoners Wells	2	Yes	0
Kennedy Road & Bridle Trail	3	Yes	0
Kreighoff & Fred Varley	3	Yes	2
Krieghoff & Village Parkway	3	Yes	0
Hwy 7 & Robinson	4	Yes	1
Cairns & Higginson	4	Yes	3
George & Parkway	5	Yes	0
Wootten Way & Fincham	5	Yes	0
Hollingham & Lockridge	6	Yes	0

Note: Locations were assessed on three (3) separate occasions to ensure consistency in results.

Recommendations

- That the presentation entitled “Lunch Period School Crossing Guard Service Review Update”, be received;
- That the report entitled “Lunch Period School Crossing Guard Service Review”, be received;
- And that lunch period school crossing guard services be discontinued at 21 of 37 locations, as identified in Attachment “B”, as of June 30, 2013;
- And that the 2014 budget for school crossing guard services be adjusted accordingly;
- And that staff notify all affected schools of the discontinued lunch period school crossing guard services;

Recommendations – cont’d

- And that the schools being provided with lunch period crossing guard services with minimal pedestrian activity consider the School Safety Patroller Program as an alternative;
- And that all future requests for crossing guard services be assessed using the “Ontario Traffic Council (OTC) School Crossing Guard Guide”;
- And that staff be authorized and directed to do all things necessary to give effect to this resolution.

Thank you.