

School Crossing Guard Lunch Period Service Review

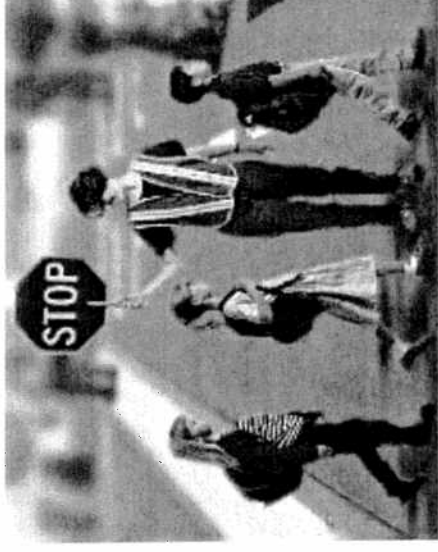
General Committee

September 10, 2012

Operations Department

Agenda

- **Background**
- **Need to Review Lunch Period
School Crossing Guard Services**
- **School Crossing Guard Warrant
Criteria**
- **Unwarranted Services – Issues**
- **Next Steps**



Background

- Markham has provided school crossing guard services for over 20 years
- Crossing guards assist students from Junior Kindergarten to Grade 8 in crossing streets where there are limited opportunities for them to safely do so themselves
- Municipal crossing guard programs are typically administered by Human Resources Dept.
 - Recruitment, training, supervision, equipment supply, payroll
- Markham outsources program under contract to “Staffing Services Inc.” to June 2014, resulting in significant cost savings
- Crossing guard services provided at 81 locations during the morning and afternoon school periods
- Of these locations, 37 have additional services provided during the lunch period



LOCATION	WARD	LOCATION	WARD
Baythorn & Royal Orchard	1	Carlton & Village Parkway	3
Royal Orchard & Inverlochy	1	Chant & Carlton	3
<u>Baythorn & Baythorn P.S.</u>	1	<u>Cairns & Higginson</u>	4
Clark & Henderson	1	Raymerville (south) & Cairns	4
Henderson & Grandview	1	Hwy #7 & Robinson	4
Henderson & Doncaster	1	Fincham & Larkin (West)	5
Clark & Dudley	1	George & Parkway	5
John & Henderson	1	Church & Franklin	5
Yonge & Elgin	1	Wootten Way & Fincham	5
John & Bayview Fairways	2	<u>Wootten Way & Reesor P.S.</u>	5
Don Mills & Simonston North	2	Church & Wootten Way	5
Simonston & Bucks Green	2	<u>Parkway & St. Josephs S.S.</u>	5
Don Mills & Simonston South	2	<u>Wootten Way S. & Senator Reesor (north)</u>	5
Simonston & Waggoners Wells	2	<u>Wootten Way S. & Senator Reesor (south)</u>	5
<u>Willowbrook & Trimble</u>	2	Hollingham & Lockridge	6
Kreighoff & Fred Varley	3	Elson & Coppard	7
Krieghoff & Village Parkway	3	Denison & Featherstone	7
Main Street & Bridle Trail	3	Aldergrove & Hendon	8
Kennedy Road & Bridle Trail	3		

NOTE: All locations are controlled by all-way stops or traffic signals; underlined locations are excluded.

Need to Review Lunch Period Services

- Over the past several years, Traffic Operations staff and Staffing Services have observed that lunch period services are under-utilized
- Possible causes for under-utilization:
 - Fewer students walking home during lunch period
 - Both parents are working
 - Eat lunch at school
 - Aging demographic in many communities
 - Older locations were implemented using outdated warrant criteria
- Over the past decade, new crossing guard services (approx. 40 locations) were justified using current technical warrant criteria
 - Lunch period services are not warranted for these locations

School Crossing Guard Warrant Criteria



Ontario Traffic Council

www.OTC.org

- **The City complies with guidelines outlined in the Ontario Traffic Council School Crossing Guard Guide (2006)**
 - A guide for use by Ontario Municipalities that provides assistance and guidance in daily operations and planning of school crossing guard services
- **Warrant guidelines are also used to justify continuing services**
- **Warrant guidelines encompass the following principles:**
 - Number of students crossing
 - Opportunities for school-age children to safely cross the street
 - Pedestrian/vehicle conflicts

Unwarranted Services - Issues

- **Negative public perception**
 - Crossing guards may complete their entire shift without crossing any children
 - Perceived as inefficient use of City resources
- **Crossing guard attraction & retention challenges**
 - Lack of job satisfaction (boredom, unfulfilling)
 - Significant impact to operating budget
 - Locations with lunch services cost approximately \$12,000 per location, per year
 - Locations with AM/PM service only are approx. \$6,000/year

Potential Benefits / Concerns in Removal of Lunch Service

- **Benefits**

- Annual operating budget may be reduced 25%
- Funds could be reallocated to other pedestrian safety initiatives

- **Concerns**

- Schools & parents may perceive that safety is being compromised
- Attraction & retention of crossing guards, given the impact on their income

Next Steps

- **Operations Department will continue the review process at the 37 locations to determine if existing lunch period services are justified, based on the established warrant criteria**
- **Operations Department staff will report back to General Committee in December 2012 with the results and recommendation**

Financial Benefits in Contract vs. In-house Administration

- 2012 operating budget is \$695,000
 - Two-thirds of budget allocated to salaries of 81 crossing guards
 - Crossing guard starting rate is \$18.00/hr
- Contracted services include administration, supervision, payroll, training and equipment costs for all 81 crossing guards and 6 back-up guards

2009 Comparison of Similar-sized Municipalities

Municipality	2009 Budget	# of Guards	Average cost per Location/Year	Managed By
Brampton	\$1,909,300 *	160	\$11,933	City
Vaughan	\$797,655 **	91	\$8,765	City
Markham	\$613,998 ***	79	\$7,772	Contractor

* Includes crossing guard salaries, training & equipment, one dedicated part-time supervisor and two assistants

** Includes crossing guard salaries, training & equipment only

*** Includes all program costs