



## REPORT

### Council

**Meeting Date: May 25, 2021**

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**FROM:** Transportation and Engineering Department  
Roads and Works Operations Department

**DATE:** May 11, 2021

**SUBJECT:** Annual School Crossing Guard Report

**LOCATION:**

**WARD:** Town-wide

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#### **RECOMMENDATION:**

That the *Annual School Crossing Guard Report* as detailed in the report from the Transportation & Engineering and Roads & Works Operations Departments, dated May 11, 2021 be received.

#### **KEY FACTS:**

The following are key points for consideration with respect to this report:

- A procedure outlining the process for implementing and discontinuing school crossing guard locations was established in 2012, as part of the Municipal Roads Policy MS-CVD-002, and was last modified in 2019.
- Due to the pandemic, no crossing guard warrant counts were conducted in 2020 and so far in 2021.
- Further crossing guard warrant assessments will be postponed until schools return to pre-pandemic operation with mainly in-person learning.
- Both school boards have advised that there will be no new elementary schools opening in September 2021; therefore, no new crossing guard locations are recommended for the 2021- 2022 school year.

#### **BACKGROUND:**

The purpose of the annual school crossing guard reports is to present the results of ongoing crossing guard location monitoring, to identify any locations where warrant compliance values support the removal of existing school guard locations and to advise of any new locations supported by warrant assessment.

The town's current crossing guard warrant program is based on a best practice analysis of municipal school crossing guard warrant programs and has been utilized since 2002. The Identification of School Crossing Guard Locations Procedure MS-CDV-002-002 (available on the town's website), outlining the process for implementing and discontinuing school crossing guard locations, was established in 2012 as part of the Municipal Roads Policy MS-CDV-002. A number of other minor changes have been applied to the procedure over the years, such as the inclement weather procedure and definitions.

Regular review and monitoring of existing approved crossing guard locations with removal of locations and reassignment of crossing guards to other warranted locations ensures fiscal sustainability of the crossing guard program.

**COMMENT/OPTIONS:**Pandemic

At the start of the pandemic in March 2020, Oakville schools were closed for in-person learning until the end of the 2019/2020 school year. During the 2020/2021 school year, different learning models have been implemented as the Province and local school boards have tried to cope with the pandemic.

As a result of the various learning models (in-person, virtual) and their impact on the crossing guard warrant criteria, crossing guard warrant counts were put on hold during the 2020/2021 school year. They will continue to be suspended until such time as schools return to pre-pandemic operation with mainly in-person learning.

Annual Review

The town's School Crossing Guard Program currently has 95 approved crossing locations. Typically, the Transportation and Engineering Department conducts counts in the autumn and spring seasons, so that crossing guard warrant calculations can be reported on a "school-year" basis. During the 2019-2020 school year, the Transportation and Engineering Department undertook annual warrant compliance assessments for a number of the crossing guard locations, in fall of 2019 only. Based on the subsequent warrant computations, the following locations are identified for a supplementary review (compliance levels below 30%) or annual monitoring (compliance levels between 31% and 50%):

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Supplementary review (locations with compliance below 30%)

- Bridge Road & Valley Drive
- Fourth Line & Bridge Road/Parkside Drive
- Lakeshore Road & Balsam Drive
- McCraney Street & Oxford Avenue
- Monastery Drive & Monks Passage
- Pinery Crescent & Rockingham Drive
- Rebecca Street & Jones Street
- Sewell Drive & Queen's Avenue
- Westoak Trails Boulevard & Oakpoint Road/Ridge Landing
- Westview Terrace @ Mother Teresa Catholic School

Annual monitoring (locations with compliance between 31% and 50%)

- Eighth Line & Lincoln Gate
- Heritage Way & Reeves Gate
- Leighland Avenue & Kent Avenue
- North Ridge Trail @ Crosstown Heritage Trail
- Queen Mary Drive & Stewart Street/Forster Park Drive
- Wynten Way & Gable Drive

These locations will be re-assessed per the policy once schools return to normal pre-pandemic operation. Locations with compliance above 50% are re-assessed once every 5 years.

Due to the COVID-19 related provincial state of emergency and related school closures, the 2020 spring follow up assessments could not be performed. Similarly, during the 2020-2021 school year, the fall and spring were also put on hold until the pandemic subsides and schools resume to their normal operations.

Dr. David R. Williams Public School (3199 Post Road) opened in September 2020 in Ward 7. This resulted in adding 3 new crossing guard locations at Wheat Boom Drive/Post Road, Wheat Boom Drive/Ernest Appelbe Boulevard and Post Road/Natalie Way . Typically, the new crossing guard locations are assessed in the following year to determine if they meet the anticipated crossing guard warrant criteria. Due to the pandemic, this assessment has also been postponed.

Staff contacted both Halton school boards and confirmed that no new schools are due to open in September of 2021 and no additional crossing guard locations are proposed for the 2021/2022 school year.

## **CONSIDERATIONS:**

### **(A) PUBLIC**

Reallocations of funding (or personnel) from existing crossing guard locations with low warrant compliance levels to locations that meet the warrants helps to ensure the town is meeting the demands of current student walking patterns to neighbouring schools

### **(B) FINANCIAL**

As the town grows and new schools are opened, additional crossing guard locations will require increases to the crossing guard complement at an average cost of \$15,000 per year per guard. In order to ensure fiscal sustainability, and as confirmed by Council adopted policy and procedures; it is prudent to review compliance regularly and to establish a removal process for existing unwarranted crossing locations.

For the upcoming school year, no new crossing guard locations are proposed. When a school crossing guard is requested, it will be subject to a warrant analysis, and if approved the annual fiscal impact of \$15,000.

### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

The Transportation and Engineering Department will continue to provide technical assistance regarding the application of the warrants and field assessment reviews and the Roads and Works Operations Department will continue to provide resourcing management for this program.

This report will be shared with the school boards which are supported by this program. While this years report contains no recommended changes to the Annual School Crossing Guard Program; the report does identify locations that we continue to monitor for warrant compliance.

### **(D) CORPORATE STRATEGIC GOALS**

This report addresses the corporate strategic goal(s) to:

- Be accountable
- Continuously improve our programs and services
- Be fiscally sustainable
- Promote safe travel on town roads

### **(E) CLIMATE CHANGE/ACTION**

The provision of crossing guards supports the town's Climate Action Plan by encouraging and supporting walking and cycling trips to and from school.

**APPENDICES:**

Appendix A: Identification of School Crossing Guard Locations  
Procedure MS-CDV-002-002

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