



Corporate Report

Report from Transportation & Environmental Services, Operations

Date of Report: August 28, 2013

Date of Meeting: September 9, 2013

Report Number: TES-277-2013

File: 68.26.7

Subject: Review of Existing School Crossing Locations – Intersection Pedestrian Signal Locations

Recommendation

That Council receive the report for information purposes. FORTHWITH

Background

Council, at its meeting of August 26, 2013, considered a report (Report Number TES-222-2013) regarding the Review of Existing School Crossing Guard Locations. A portion of the report was approved and, based on a motion by Councillor Stack, Council approved the following:

“That Part One, be deferred to September 9, 2013 and referred to staff for additional information, specifically the average speed of motorists approaching the school crossing controlled by an Intersection Pedestrian Signal and the significance of the IPS.

That school crossing guards be removed from the following locations due to the presence of intersection pedestrian signals:

- 1. Scott Street at Beacon Christian School*
- 2. Scott Street at Lincoln Centennial School*
- 3. Glendale Avenue at Caroline Street*
- 4. Glendale Avenue at Marsdale Drive”*

Report

City policy generally recommends that crossing guards are not necessary at intersections controlled by traffic signals. This is specifically the case when dedicated intersection pedestrian signals (IPS) have been installed at school crossing locations. There are currently several school crossing guards located at intersections with IPS's, including:

1. Scott Street at Beacon Christian School
2. Scott Street at Lincoln Centennial School
3. Glendale Avenue at Caroline Street
4. Glendale Avenue at Marsdale Drive

Council has requested average speed data in order to evaluate whether crossing guards were needed at these IPS locations.

IPS's are installed at locations where high pedestrian demand combines with insufficient gaps in traffic to prevent safe crossing opportunities. An additional factor to consider is the distance from the nearest protected crossing, usually a full traffic signal or all way stop. Recent IPS installations include Rockwood Avenue at Welland Canals Parkway, Linwell Road at Ina Grafton (near Maplewood Drive) and Geneva Street just south of Ted Street. IPS's are often located near pedestrian generators such as schools, older adult centres, parks, or trails.

Average traffic speed of the roadway is considered, but often as a secondary criterion to the above mentioned factors. It should be noted that IPS's are activated by pedestrians, so motorists are faced with a red traffic signal before the pedestrian phase is activated. Motorists tend to pay the highest level of attention to a traffic signal indication compared with other forms of traffic control / guidance such as signage or pavement markings.

No recent speed studies have been conducted near the IPS locations on Scott Street, and staff will need to contact Regional Niagara staff for speed data on Glendale Avenue. These IPS locations will be staffed by crossing guards for the 2013-2014 school year. Staff will review the need for the crossing guards at IPS locations in the 2013-2014 school guard crossing review.

Financial Implications

Not applicable.

Conclusion

The requested speed data for IPS locations on Scott Street and Glendale Avenue is not immediately available. Staff will review the need for the crossing guards at IPS locations in the 2013-2014 school guard crossing review.

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