



City of  
**Peterborough**

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**To:** **Members of the General Committee**

**From:** **W.H. Jackson, Director of Utility Services**

**Meeting Date:** **April 16, 2018**

**Subject:** **Report USTR18-008**  
**Request for a Crossing Guard on McClennan Street at**  
**Barnardo Avenue**

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## **Purpose**

A report to recommend a school crossing guard be implemented on McClennan Street at the intersection of Barnardo Avenue and McClennan Street.

## **Recommendation**

That Council approve the recommendation outlined in Report USTR18-008 dated April 16, 2018, of the Director of Utility Services, as follows:

That a school crossing guard be implemented on McClennan Street at the intersection of Barnardo Avenue and McClennan Street during the A.M. and P.M. school admission times.

## **Budget and Financial Implications**

The implementation of a crossing guard at the intersection of Barnardo Avenue and McClennan Street in 2018 will cost approximately \$5,500 including \$600 for the necessary signage. Funds for the 2018 implementation will come from the Contingency Account. After a commitment of \$5,500, the Contingency Account will have \$697,525 remaining.

The crossing guard will cost approximately \$9,800 per year funds for which will be included in the 2019 and future operating budgets.

## **Background**

In 2017, staff received a request from a concerned parent about the need for a crossing guard at the intersection of Barnardo Avenue and McClennan Street. The parent expressed concern about student safety when crossing McClennan Street on their way to and from school.

### **School Crossing Guard Assessment**

The role of a crossing guard is to direct and supervise the movement of persons across a public road by creating necessary gaps in traffic to provide safe passage at a designated school crossing, as defined in the Highway Traffic Act.

In 1992, representatives from the Ontario Traffic Council (OTC) and the Ontario Ministry of Transportation (MTO) collaborated to prepare a report to standardize the implementation of school crossings. This document titled “School Crossing Review 1992” has been used as a guideline by municipalities across the province and laid the foundation for the development of the “OTC School Crossing Guide 2006” and the recent release of the “OTC School Crossing Guard Guide May 2017”.

The goal of this guide is to promote consistency across the province in the application and management of school crossings to improve safety. The guide provides a step-by-step analytical approach to determine if a school crossing guard should be provided at a specific location. The key factors used to assess the need for a crossing guard depend on the proposed location of the crossing. School crossing locations are categorized as listed below:

- At Signalized Intersections,
- At All-Way Stop Controlled Intersections,
- At Minor Street Stop Controlled Intersections,
- At Pedestrian Signals,
- At Pedestrian Crossovers,
- At Mid-block Locations; and
- At Roundabouts.

## **Barnardo Avenue and McClennan Street**

### **Site Details**

Barnardo Avenue is a two-lane collector road running from Water Street in the south to St. Paul’s Street in the north. McClennan Street is a two-lane collector road running from Barnardo Street in the west to Hilliard Street in the east. The intersection of Barnardo Avenue and McClennan Street is a T-intersection with stop control and a

crosswalk on McClennan Street. There are sidewalks on all legs of the intersection and both streets have a speed limit of 50 km/h. A sketch of the area is shown in Appendix A.

The proposed school crossing on McClennan Street at Barnardo Avenue would have a crossing guard to assist students crossing McClennan Street on the way to and from Queen Elizabeth Public School and St. Anne Catholic Elementary School. The Crossing Guard Warrant at Controlled Intersections was used to evaluate the requested school crossing location at the Barnardo Avenue and McClennan Street intersection.

### Crossing Guard Warrant at Controlled Intersections

The Crossing Guard Warrant at Controlled Intersections considers three conditions: Condition A, Condition B, and Condition C. Condition A requires that an average of more than two vehicle-pedestrian collisions per year have occurred over the last three years. If Condition A criteria is not satisfied, a crossing guard may still be warranted if Condition B criteria is met. Condition B requires the exposure index of the requested location to be greater than the established Peterborough Exposure Index curve. If Condition B criteria are not satisfied, a crossing guard may still be warranted if Condition C criteria are met. Condition C requires the exposure index of the requested location to be greater than 50% of the Peterborough Exposure Index, combined with at least one environmental condition being satisfied. Table 1 below shows the results for the proposed school crossing at the intersection of Barnardo Avenue and McClennan Street.

Table 1: Crossing Guard Warrant at Controlled Intersections

<b>Warrant Conditions</b>	<b>Barnardo Avenue and McClennan Street</b>
<b>Condition A</b> The requested crossing location has an average of more than 2 vehicle / pedestrian collisions per year over the last 3 years.	<input type="checkbox"/> Satisfied <input checked="" type="checkbox"/> <b>Not Satisfied</b>
<b>Condition B</b> <b>The Exposure Index for the requested crossing location falls above the established Peterborough Exposure Index curve.</b>	<input checked="" type="checkbox"/> <b>Satisfied</b> <input type="checkbox"/> Not Satisfied
<b>Condition C</b> The Exposure Index for the requested crossing location is greater than 50% of the established Peterborough Exposure Index, and; At least 1 Environmental Condition is satisfied for the requested crossing location.	<input type="checkbox"/> Satisfied <input type="checkbox"/> Not Satisfied <input checked="" type="checkbox"/> <b>Not Required</b>
If Condition A, Condition B, or Condition C are satisfied, a crossing guard is warranted.	<b>Warranted</b>

Condition A was not satisfied as there was only one reported collision between a vehicle and a pedestrian in the last three years. At the intersection of Barnardo Avenue and McClennan Street a total of 21 students and 109 conflicting vehicle turning movements were recorded crossing McClennan Street during the P.M. school admission time. As shown in Figure 1, the exposure index for the Barnardo Avenue and McClennan Street intersection is above the Peterborough Exposure Index curve and as such, the warrant for the implementation of a crossing guard at the intersection of Barnardo Avenue and McClennan Street is satisfied under Condition B of the Crossing Guard Warrant at Controlled Intersections. As the warrant was satisfied under Condition B, a full environmental conditions assessment was not required.

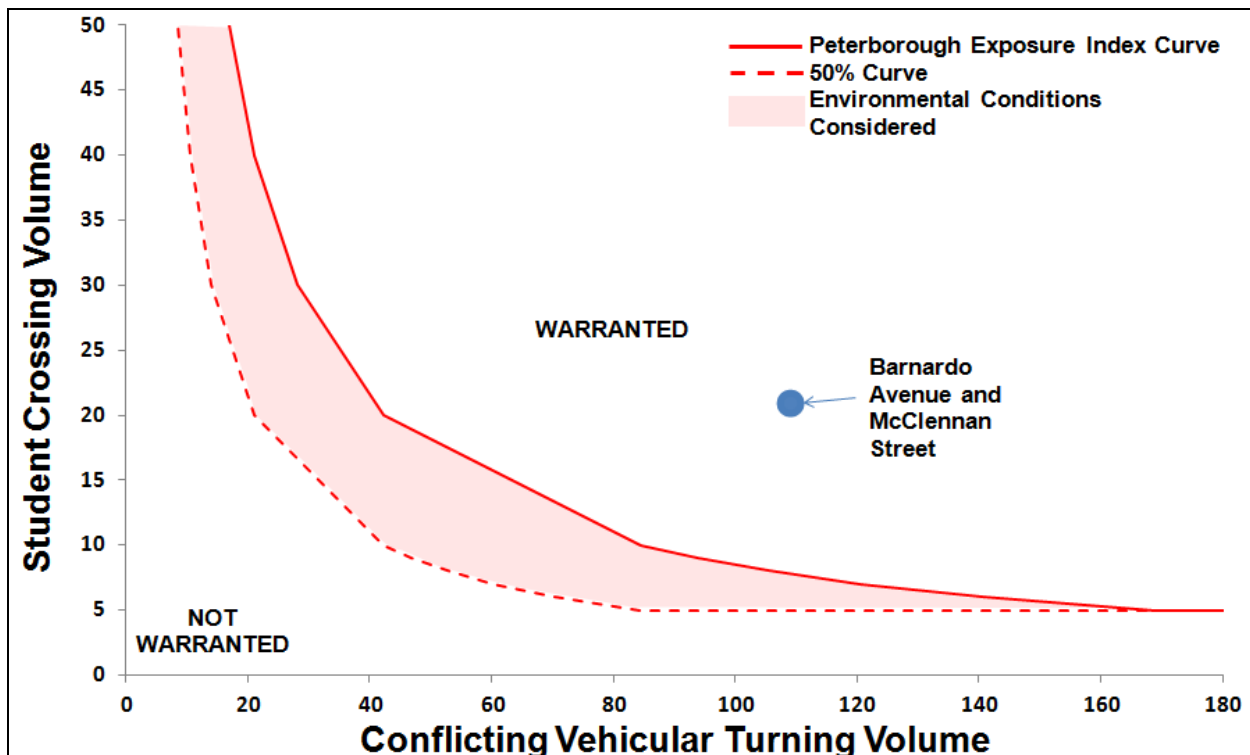


Figure 1: Exposure Index Results

## Timelines

If the recommendation is approved, implementation of a crossing guard at the intersection of Barnardo Avenue and McClennan Street is estimated to begin in September 2018, in time for the new school year.

## SUMMARY

The crossing guard review supports the need for a school crossing guard on McClennan Street at the intersection of Barnardo Avenue and McClennan Street. The

implementation of a crossing guard will reduce pedestrian's exposure to conflicting vehicle movements and improve pedestrian safety at the intersection.

Submitted by,

W.H. Jackson  
Director of Utility Services

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Attachments:

Appendix A – Area Diagram

## Appendix A – Area Diagram

Figure 2: Barnardo Avenue and McClennan Street Area Diagram

