



City of
Peterborough

To: Members of the General Committee

From: Blair Nelson, Commissioner, Infrastructure, Planning and Growth Management

Meeting Date: October 28, 2024

Report: Request for a Crossing Guard at Otonabee Drive and Stewart Drive, Report IPGENG24-023

Subject

A report to recommend the implementation of a Crossing Guard at the intersection of Otonabee Drive and Stewart Drive.

Recommendations

That Council approve the recommendations outlined in Report IPGENG24-023, dated October 28, 2024, of the Commissioner of Infrastructure, Planning and Growth Management as follows:

- a) That a crossing guard be implemented at the intersection of Otonabee Drive and Stewart Drive during the school admission and dismissal times; and
- b) That that funding in the amount of \$14,000 plus annual increases for the crossing guard at the intersection of Otonabee Drive and Stewart Drive be included in future Operating Budgets for Adult Crossing Guards.

Executive Summary

- In response to a request for a crossing guard from parents and school officials of St. Patrick's Catholic Elementary School (C.E.S.), staff undertook a warrant review to determine the need for a school crossing guard at the intersection of Otonabee Drive and Stewart Drive.

- The warrant review concluded that a school crossing guard is warranted based on the criteria outlined in the Ontario Traffic Council School Crossing Guard Guide.
- Staff recommend the implementation of a school crossing guard on the south leg of the Otonabee Drive and Stewart Drive intersection to assist students crossing Stewart Drive.

Background

In 2024, staff received several requests from parents and school officials of St. Patrick C.E.S. to review the need for a school crossing guard (a 'guard') at the intersection of Otonabee Drive and Stewart Drive. Parents expressed concern for their children's safety when crossing at the intersection on their way to and from school. The data collection for the assessment was undertaken in March 2024.

School Crossing Guard Assessment

The role of a 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**.

The 2022 "Ontario Traffic Council School Crossing Guard Guide" was used to evaluate the need for a guard at the subject location. 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 guard should be provided at a specific location. The key factors used to assess the need for a 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
- At Roundabouts

Otonabee Drive and Stewart Drive

Otonabee Drive is a two-lane high-capacity collector road running northeast-southwest between Bensfort Road and Corrigan Crescent/Ashburnham Drive. Stewart Drive is a two-lane local road connecting between Otonabee Drive and Middlefield Road. At the intersection, Otonabee Drive has a posted speed limit of 40 km/h and Stewart Drive has a posted speed limit of 30 km/h. There is a stop sign on Stewart Drive at the intersection

with Otonabee Drive, including a painted stop bar and crosswalk. Staff visited the site and observed a high volume of traffic at the intersection during school admission and dismissal times in part due to student drop-off and pick-up at the rear entrance of St. Patrick's C.E.S. on St. Patrick's Street. A sketch of the intersection is shown in Appendix A.

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 is satisfied if there has been an average of more than two vehicle-pedestrian collisions per year over the last three years. If Condition A criteria is not satisfied, a guard may still be warranted if Condition B criteria is met.

Condition B is satisfied if the exposure index of the requested location is greater than the established Peterborough Exposure Index curve, which represents the average exposure index found at similar school crossing locations already provided across the City. If Condition B criteria are not satisfied, a guard may still be warranted if Condition C criteria are met.

Condition C is satisfied if the exposure index of the requested location is greater than 50% of the Peterborough Exposure Index, and at least one other environmental condition is satisfied.

Table 1 below shows the results for the proposed school crossings at the intersection of Otonabee Drive and Stewart Drive.

Table 1: Crossing Guard Warrant at Controlled Intersections

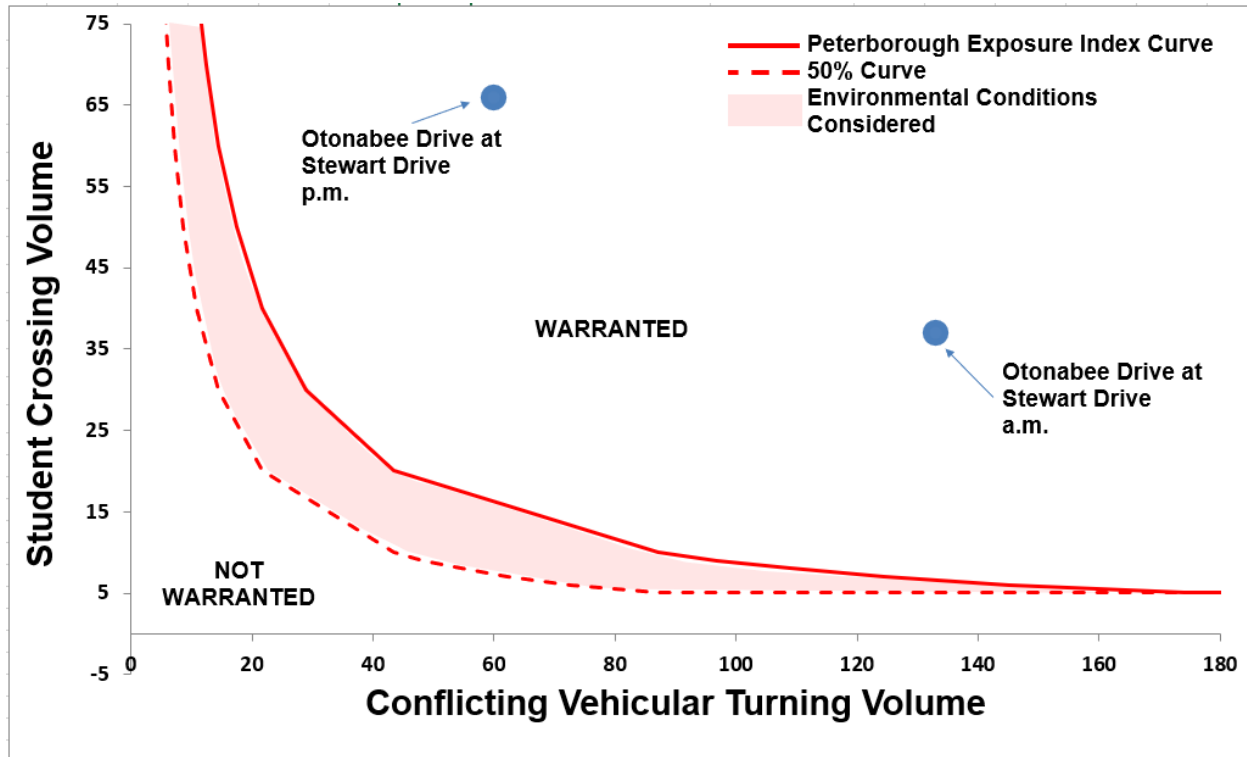
Warrant Conditions	Otonabee Drive and Stewart Drive
<p>Condition A</p> <p>The requested crossing location has an average of more than 2 vehicle and pedestrian collisions per year over the last 3 years.</p>	<p><input type="checkbox"/> Satisfied</p> <p><input checked="" type="checkbox"/> Not Satisfied</p>
<p>Condition B</p> <p>The Exposure Index for the requested crossing location falls above the established Peterborough Exposure Index.</p>	<p><input checked="" type="checkbox"/> Satisfied</p> <p><input type="checkbox"/> Not Satisfied</p>
<p>Condition C</p> <p>The Exposure Index for the requested crossing location is greater than 50% of the established Peterborough Exposure Index,</p> <p>and;</p> <p>At least 1 Environmental Condition is satisfied for the requested crossing location.</p>	<p style="text-align: right;">N/A</p>
<p>If Condition A, Condition B, or Condition C are satisfied, a crossing guard is warranted.</p>	<p style="text-align: right;">Warranted</p>

Figure 1: Exposure Index Results

Condition A was not satisfied for the location. The intersection of Otonabee Drive and Stewart Drive has had zero collisions in the past three years.

At the intersection of Otonabee Drive and Stewart Drive a total of 37 students and 133 conflicting vehicle turning movements were recorded crossing Stewart Drive during the a.m. school arrival time, and 66 students and 60 conflicting vehicle turning movements during the p.m. school dismissal time.

As shown in Figure 1, the exposure index for the Otonabee Drive and Stewart Drive intersection is above the Peterborough Exposure Index curve and as such, the warrant for the implementation of a guard at this location is satisfied under Condition B. Since the warrant was satisfied under Condition B, a full environmental conditions assessment was not required.



Strategic Plan

Strategic Pillar: Community & Wellbeing

Strategic Priority: Promote and enforce traffic safety on city roads.

A School Crossing Guard promotes community, wellbeing and traffic safety by directing and supervising the movement of school children and by creating necessary gaps in vehicular traffic at designated school crossing locations. Implementing a School Crossing Guard also helps promote active transportation for school related travel which also contributes to a lower carbon footprint.

Engagement and Consultation

City staff engaged and consulted with St. Patrick C.E.S. regarding the need for a crossing guard at the intersection of Otonabee Drive and Stewart Drive.

Budget and Financial Implications

The implementation of a school crossing guard at the intersection of Otonabee Drive and Stewart Drive will cost approximately \$14,000 per year. Funding for this request is recognized as a service level enhancement, the need for which has been demonstrated in this report. If approved, funding for the remainder of 2024 can be accommodated from the existing operating budget. Funding for 2025 will be funded from General Contingency and funding for future years will be included in the draft Operating Budgets that will be presented to Council.

The implementation of school crossing signs and additional crosswalk pavement markings will cost approximately \$4,000, funds for which are available in the uncommitted balance in the 2024 approved capital budget for Traffic improvements (Project Reference 17-154).

Timeline

If the recommendations are approved, a school crossing guard will be implemented at the intersection of Otonabee Drive and Stewart Drive in Q4 of 2024. The timeline is subject to the installation of required signage and pavements markings.

Conclusion

The crossing guard review supports the need for a guard at the intersection of Otonabee Drive and Stewart Drive. The implementation of a guard at this location should reduce student exposure to conflicting vehicle movements and improve pedestrian safety at the intersection during school admission and dismissal times

Attachments

Appendix A: Otonabee Drive at Stewart Drive Area Map

Submitted by,

Blair Nelson, P.Eng.
Commissioner, Infrastructure, Planning and Growth Management

Contact Name:

Greg Giles, C.E.T., LEL,
Director, Engineering and Capital Works (Acting)
Phone: 705-742-7777; Ext. 1711
Toll Free: 1-855-738-3755
Email: ggiles@peterborough.ca

Peter Malin
Manager, Traffic and Parking Services
Phone: 705-742-7777 Ext. 1846
Toll Free: 1-855-738-3755
Email: pmalin@peterborough.ca

Appendix A – Otonabee Drive at Stewart Drive Area Map

