

Executive Summary

On June 26, 2002, Council approved the School Crossing Guard Policy (Policy) and warrant system (Appendix A – School Crossing Guard Policy). The City of Greater Sudbury currently operates thirty-one (31) school crossing locations, which are administered and supervised by the City's Transit Division. Transit Staff have been monitoring school crossing locations annually using the warrant system, and have observed a decline in the number of children walking to school.

As part of the 2020 Budget deliberations, Staff presented a \$100,000 operating budget reduction representing the closure of twelve (12) locations. Council approved the service level reduction effective September 2020, and requested that an information report describing the locations selected for closure be prepared.

This report provides an overview of the considerations used in selecting the twelve (12) school crossing location closures, and the mitigating measures added to ensure a smooth transition for parents and students in September 2020.

Background

School crossings and the use of crossing guards are intended to provide protection and enhanced safety for children where there is potential for conflict with motor vehicles. The role of the school crossing guard is to direct the movement of persons across a roadway by creating gaps in vehicular traffic to provide safe passage at a designated school crossing location.

Today, the City operates thirty-one (31) school crossings (Appendix B – School Crossing Guard Locations). Over time, neighborhood demographics, walking patterns and changes to bussing policy criteria have contributed to the decline in usage of some school crossing locations. As these factors influence the need for crossing services, Transit Staff continually monitor the number of elementary school children crossing at each location against the Council approved warrant system and in partnership with the Sudbury Student Services Consortium (SSSC).

As per the warrant system, a school crossing location closure should be considered when one of these measures falls below the minimum requirement:

1. The number of elementary (Grade JK-6) school children crossing a two-lane street with a regulatory speed limit of 50km per hour decreases to 20 students or less; or the number of school children crossing a major arterial road with two or four lanes with a regulatory speed limit of 60km per hour decreases to 10 students or less.
2. Street conditions are altered either through design or other external factors which results in an increase in gap times, such that there are five (5) or more sufficient five minute gaps available for children to cross a roadway safely; and

sight visibility distances improve through design or external factors which are sufficient to provide for safe crossing of children at the crossing location.

Results

Locations Selected for Closure:

The following table provides a list of school crossing locations, which no longer meet the warrant system's criteria 1 or 2 and will no longer be active in September 2020.

School Crossing Location	Community
Lincoln / Sellwood	Capreol
Second / Concession	Coniston
Godfrey / School	Copper Cliff
Orell / Primrose	Garson
O'Neil / St-Augustine School	Garson
Church / Spruce	Garson
1st / 3rd	Levack
First / Second	Sudbury
Auger / Lasalle	Sudbury

In addition to the Policy's warrant system assessment, consideration was given to emerging safety concerns. Three (3) locations on a 60 km per hour four-lane highway have been selected due to sight line issues and oncoming large vehicular traffic. These locations will be closed September 2020 and school bussing options will be provided by the Student Services Consortium for students affected.

School Crossing Location	Community
Cote / St. Michelle	Hanmer
Dennie / RR80	Hanmer
Cote / Notre Dame	Hanmer

Mitigating Measures

The City has an ongoing partnership with the Sudbury Student Services Consortium (SSSC) and have worked collaboratively to select the locations.

With a goal of providing a smooth transition in September 2020 for both Parents and Students, the following mitigating measures will occur:

- SSSC will provide notice to all parents for students who use any of the locations selected for closure.

- SSSC will offer bussing options for students affected by the three safety related closures.
- Linear Infrastructure Services will arrange to have all School Crossing signage and pavement markings removed.
- Traffic and Transportation Staff will undertake a review of the remaining nine (9) locations to confirm if a pedestrian crossing is justified under Council approved standards for pedestrian crossovers. As these closures are based on low volumes of pedestrian activity, it is anticipated that the locations will not meet the standards.
- Transit Staff will communicate information relating to the closures on the City's website, social media platforms and will provide a Public Safety Announcement as the new school year approaches.

Next Steps:

Transit Staff could not complete a full analysis of all School Crossing Locations this academic year, due to the closure of schools in response to COVID-19. The remaining nineteen (19) locations will be reviewed in 2020/2021. Any future recommended changes in service level will be presented to Council prior to budget deliberations.