



DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
TOWN OF NEWMARKET
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October 29, 2013

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES 2013-55**

TO: Committee of the Whole
SUBJECT: School Crossing Locations Request – Maple Leaf Public School
File No.: T08 T.30 Longford
ORIGIN: Director, Engineering Services

RECOMMENDATIONS

THAT Development and Infrastructure Services Report – ES2013-55, dated October 29, 2013 regarding School Crossing Locations Request – Maple Leaf Public School be received and the following recommendation(s) be adopted:

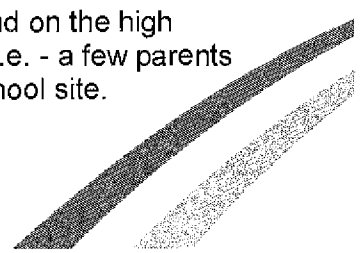
- 1. THAT the Maple Leaf Public School administration be forwarded a copy of this report and Council extract and be encouraged to pursue school bus options with the parents on the east side of Main Street North.**

COMMENTS

At its regular meeting of September 30, 2013, Town Council adopted a recommendation under New Business to investigate the request from Maple Leaf Public School for school crossing locations in the area. An email from the school administration specified locations at the Longford Drive /Cherrywood Drive and Longford Drive/Gwillimbury Road intersections, and at the Main/Penn intersection since the school catchment area extends to the east side of Main Street North.

For the Longford/Cherrywood or Longford/Gwillimbury locations, the Transportation Management Policy outlines the criteria for implementing school crossing locations with school crossing guards. The Policy is derived from the Ontario Traffic Council (OTC) update in 2006 to the Ministry of Transportation (MTO) manual of 1992. Based on the Policy, the necessary pedestrian and traffic counts were undertaken. The Policy is not solely based on the number of children crossing, but also the available gaps in traffic to cross the street and on the interaction between pedestrians and motorists. Since both intersections are all-way stop controls, sufficient gaps will always be created through the right-of-way control nature of the stop sign. However, the studies were conducted with the assumption that the stop signs are not present to create a 'worst case' scenario for children to cross the street.

Based on the study, both intersections have sufficient number of gaps in the traffic to accommodate the children crossing Longford at Cherrywood and Longford at Gwillimbury. Therefore, school crossing locations with a school crossing guard is not warranted at this time. The parents and school children should be commended on the orderly nature of the children crossing Longford Drive and on the high percentage of parents accompanying their children. As well, a "Walking School Bus" (i.e. - a few parents and several children walking together in a line) was noted coming from south of the school site.



As for the Main Street North/Penn Avenue location, the number of children crossing does not meet the required minimum number required by the Transportation Management Policy. However, the high volumes on Main Street North preclude any sufficient or consistent gaps in traffic. This intersection has been reviewed previously for an all-way stop control and traffic signals. The all-way stop control would not be the safest alternative and would not be recommended. For this reason, the introduction of a school crossing location with a crossing guard would be met with similar safety concerns. Traffic signals would be the only feasible and safe alternative.

As for the ultimate solution, the Town, in conjunction with Metrolinx, will be undertaking a Mobility Hub station wide-area plan that would contemplate new or enhanced control access points on Main Street North (most likely to include traffic signals at the Main/Penn intersection) to support future station needs. However, this does not address the immediate needs in the interim. Town staff has contacted the School Board to determine alternatives related to the school busing policy. As a potential solution, a school bus of some type could pick up and drop off the children on the east side of Main Street North. Such a solution would remove the necessity for children to cross Main Street North. The school administration, the parents and the School Board would need to undertake this exercise.

It is therefore recommended that a copy of this report be forwarded to the Maple Leaf Public School administration, and that the administration encourage the parents to pursue the options with bussing.

PUBLIC CONSULTATION

TMAC has reviewed the recommendations for the Longford locations and is supportive of the recommendations.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

- Well-planned and connected...strategically planning for the future to improve information access and enhance travel to, from and within Newmarket.

HUMAN RESOURCE CONSIDERATIONS

No impact to current staffing levels.

IMPACT ON BUDGET

Operating Budget (Current and Future)


No impact to the Operating Budget.

Capital Budget

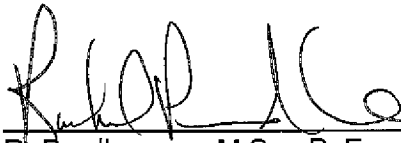
No impact to the Capital Budget.

CONTACT

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● Locations Studied