

# OTC School Zone Safety Symposium

*November 2-3, 2020*


Register online at:  
[www.otc.org/events](http://www.otc.org/events)





## VIRTUAL SYMPOSIUM PROGRAM

<b>SYMPOSIUM MC</b>	 <p><i>Julie Ellis</i> <i>School Crossing Guard Coordinator-Transportation Services</i> <i>City of Niagara Falls</i></p>
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Monday, November 2, 2020	
8:40–8:45 AM	Welcome/Opening Remarks
8:45–9:30 AM	<div data-bbox="412 1039 609 1281">  </div> <p><b>Automated Speed Enforcement in Durham Region</b></p> <p><i>Steven Kemp</i> <i>Manager-Traffic Engineering and Operations</i> <i>Regional Municipality of Durham</i></p> <p><i>On Tuesday September 8th, 2020 to coincide with the start of the school year, the Regional Municipality of Durham began automated speed enforcement operations in four designated Community Safety Zones located near schools in their municipality. As a priority safety countermeasure identified in their Vision Zero plan, the Region is expecting that the program will reduce operating speeds and lead to a reduction in both the frequency and severity of collisions. The Region has deployed four mobile automated speed enforcement units and plans to rotate them monthly through 24 community safety zones and school zones. Steve's presentation will provide an overview of the steps required to bring this program from concept to operations. Preliminary data from the systems deployed to date will be shared along with lessons learned along the way. If you are considering a deployment in your jurisdiction, take the time to learn from someone who has been through it from the start.</i></p>



<p>9:30–10:15 AM</p>	<div data-bbox="417 262 609 504"> </div> <div data-bbox="630 281 1110 315"> <p><b>Enforcement in School Zones</b></p> </div> <div data-bbox="630 350 1477 455"> <p>Staff Sergeant George Knezevic <i>Officer-in-Charge of Community Patrol Division, Cornwall Police Services</i></p> </div> <div data-bbox="417 516 1521 1094"> <p><i>As part of our strategic plan the Cornwall Police Service CPS incorporates a monthly Traffic Safety Plan. One of our monthly initiatives is School Safety. Throughout September and continuing into the school year, officers will be on the lookout for motorists failing to stop for school buses and crossing guards. Police will also be monitoring school safety zones to deter speeding in these areas while children, cyclists, and pedestrians are present. Our officers will have a zero-tolerance approach for any motorists failing to stop for school buses or speeding through school safety zones. We want to ensure all students are able to safely travel to and from school, and to do so we need drivers to slow down and pay attention.</i></p> <p><i>Motorists who fail to stop for a school bus with its upper red lights flashing could be subject to a fine of up to \$2000 and six demerit points, while drivers found speeding through school safety zones are subject to a doubled fine. During the month of September, CPS officers issued 71 speed-enforcement violations, with a quarter of these violations occurring in school zones. In addition to traffic enforcement, throughout the school year our officers also provide regular school visits to both, elementary and secondary schools, engaging our students and providing them with an opportunity to get to know our officers.</i></p> </div>
<p>10:15–10:30 AM</p>	<p>Break (15 mins)</p>
<p>10:30–11:15 AM</p>	<div data-bbox="417 1199 609 1423"> </div> <div data-bbox="630 1211 1477 1245"> <p><b>Walking Audits-Current State of Practice in Ontario</b></p> </div> <div data-bbox="630 1281 1477 1423"> <p>Lorenzo Mele <i>Resource Conservation Specialist and Social Marketing Practitioner, Association for Commuter Transportation of Canada (ACT Canada)</i></p> </div> <div data-bbox="417 1449 1521 1934"> <p><i>Many people today are familiar with Walk Score, which is part of many real-estate listings, however it is only based on the number of nearby amenities. And although proximity to facilities, services, retail and so on is the leading predictor of whether people walk - we cannot neglect the quality and comfort of the walking environment. A Walking Audit as defined by the Pedestrian and Bicycle Information Center is "an unbiased examination/evaluation of the walking environment to identify concerns for pedestrians related to the safety, access, comfort, and convenience of the environment".</i></p> <p><i>This session will present an overview of the recent investigation into Walking Audits by the OTC - Active Transportation Committee and the Public Space Workshop. The study objectives are to determine the current awareness and application of audits in Ontario to support transportation network planning and design; understand the challenges, opportunities, and merits for the application of walking audits and assess the need for professional development opportunities for Walking Audit training.</i></p> </div>



**PANEL SESSION: Sharing Best Practices for COVID-19**

**Panel Moderator:**



**Dean McMillan**

*Supervisor, Crossing Guards, Transportation Services  
City of Kitchener*

**Panelists:**



**Jennifer Pennell-Ajie**

*Executive Assistant to the Director of Infrastructure Service  
and Division Coordinator  
Town of Fort Erie*

***Fort Erie's School Crossing Guard Program - Recruitment, Hiring, & Retention Strategies***

*The Town of Fort Erie's School Crossing Guard Program has been pretty successful for the last 25+ years. Of course, over the years the job has changed, as our world has changed and the program has seen its ups and downs in recruitment and retention. Each year we seek to improve on our processes for recruitment, hiring and retention strategies. These past couple of years have been increasingly difficult as safety concerns on the road have risen, school strikes and snow days to deal with, and of course COVID-19. Through all of this, the Town has managed to retain the bulk of its crossing guard workforce and been successful at hiring new guards, even amongst a global pandemic. During this presentation, I will attempt to give you some insights on how a small town like Fort Erie has been able to have a successful School Crossing Guard Program in some trying times.*

11:15 AM  
–12:00 PM



**Michael Newell**

*Supervisor-Parking Enforcement & School Safety Section,  
Transportation Planning and Parking  
City of Hamilton*

**Recruitment** - *Size of Municipality in terms of crossing needs for children, challenges in terms of target audience for employment, COVID-19 and other local recruitment drives, and our progress so far in terms of recruitment*

**Retention** - *Success stories as a program, current incentives and staffing achievements*

**Plans for Success** - *Consultant involvement to streamline for best practices in terms of Service Provision and development of up-to-date exposure index*



**Kelly Banks**




*Senior Program Manager, School Zone Safety  
Ottawa Safety Council*

**Utilizing Technology during COVID to engage, recruit and on-board employees**

*As with the rest of the world, the pandemic made it necessary for the OSC to utilize technology in ways we had not in the past, in order to continue to engage, recruit, screen, train, communicate with, meet with and share with our field employees. During this presentation I will review some of the solutions we implemented and the features, outcomes, successes, best practises and drawbacks of these new technologies.*



**Tuesday, November 3, 2020**

8:40–8:45 AM	Welcome/Summary of Day 1
8:45–9:30 AM	<p><b>Active School Transportation and the Built Environment across Canadian Cities: Findings from the Child Active Transportation Safety and the Environment (CHASE) Study</b></p> <div>  <p>Linda Rothman Assistant Professor, Ryerson University- School of Occupational and Public Health</p>  <p>Sarah Richmond Applied Public Health Science Unit Public Health Ontario</p> </div> <p><i>Walking and bicycling to school (active school transportation, AST) has been in decline for decades in North America and globally with the rise of automobility. This cross-sectional study assessed associations between the built environment and AST across seven Canadian communities, and provides insights into which built environmental features are most supportive of AST. Observational data were collected at 552 schools. Across all schools, the average proportion using AST was 54.3% (SD 18.9%), with variability among cities from a low of 39.5% (SD 22.1%) in Laval, Quebec to 69.7% (SD 18.1%) in Montreal, Quebec. Overall, several modifiable road design features were associated with AST proportions, including the presence of school crossing guards, cycling infrastructure, Walk Score® and traffic signal density. There was variability in the directionality and significance of associations with road design variables across cities, suggesting that the local context and directed local interventions are important to support AST. Natural experiment studies are necessary to examine local approaches related to the built environment to increase AST and ensure appropriate new policy and program interventions are developed.</i></p>
9:30–10:15 AM	<div>  <p><b>Drive to 5: Dispersing and Eliminating School Traffic</b></p> <p>Leslie Maxwell Supervisor of School Travel Planning Student Transportation Services of Waterloo Region</p> </div> <p><i>The Drive to 5 program helps parent drivers see the big picture when it comes to school traffic. It is designed to disperse and even eliminate traffic; which is why we've chosen to focus on it through the Covid-19 school restart as parents navigate new school routines.</i></p> <p><i>This session will review STSWR's Drive to 5 mapping and messaging approach, with some attention to complementary programs. Find out what we've learned through implementation in multiple municipalities and two school boards.</i></p>





10:15–10:30 AM	Break (15 mins)
10:30–10:45 AM	<b>Short Presentation on School Bus Stop Arm Cameras</b> Geoff Wilkinson, Ontario Traffic Council
10:45 AM –11:45 AM	<p><b><u>PANEL SESSION: Health &amp; Safety</u></b></p> <p><u>Panel Moderator:</u></p> <div data-bbox="420 684 613 921" data-label="Image"> </div> <p><b>Violet Skirten</b> <i>Supervisor, Crossing Guards, Acting Traffic Signal Supervisor City of Brampton</i></p> <p><u>Panelists:</u></p> <div data-bbox="420 1117 613 1341" data-label="Image"> </div> <p><b>Michelle Riemer</b> <i>Supervisor-School Crossing Guards City of Thunder Bay</i></p> <p><i>In the City of Thunder Bay there are yellow Crossing Guard huts that have been used in the City since the mid-90s, the community knows when they see a yellow hut that a school crossing is nearby. These huts are something that was put in place to help with severe weather for School Crossing Guards to seek shelter from the adverse weather.</i></p>



**Roumen Kotev**  
Traffic Coordinator - Road Safety  
Town of Halton Hills

Workplace Violence and Harassment Policy:

Prior to 2019, the Town of Halton Hills School Crossing Guard Program did not include any mention of Workplace Violence and Harassment into our School Crossing Guard (SCG) manual. The reasoning was that we had not run into any such issues in the past. In 2019 one of our crossing guards was bullied daily by three individuals from grade 8. That had been going on for a few months prior to the guard reporting it to us. At that point, the guard had become quite concerned since the verbal bullying was taking a turn into trying to physically harm her. Immediate steps were taken to resolve the issue before any further harm was done. As the SCG supervisor, I had to report it to the senior management, and this was taken very seriously as it reached the Towns' CAO office. We remedied the situation through collaboration with Halton Regional Police, the principal, the vice-principal, and parents. In the tail end of 2019, the Town of Halton Hills Workplace Violence and Harassment Policy was included as part of the SCG manual.



**Amanda Hynes**  
Supervisor-in-charge, Crossing Guards  
Town of Ajax

Health and Safety – Dealing with Extreme Situations:

Maintaining the health and safety of your employees is the greatest importance in any workplace. It is also important to make sure your employees feel safe and comfortable in their job. But what happens when something terrible happens that affects the work group, team or organization? This session will discuss one of those extreme situations as it occurred in the Town of Ajax. From the handling of the issue, the lessons learned and equipping staff with the tools to recognize potential issues in the future, we will discuss how the Town successfully moved from conflict to calm.

11:45 AM  
–12:00 PM

Workshop Closing Remarks