	POLICY	Owner Department: Engineering
	School Crossing Guards	
Effective Date: August 18, 2025	Last Reviewed Date: August 18, 2025	City Council Approval Dates: August 18, 2025
Approving Authority: Moncton City Council	Replaces No.: N/A	

1. Purpose Statement

The purpose of this Policy is to:

1. Establish priorities with respect to school crossing guard locations within the City of Moncton; and,
2. Establish the criteria that will be used to establish new school crossing guard locations or remove existing locations.

2. Application

This Policy applies to locations where the City of Moncton contracts school crossing guards to assist student pedestrians and cyclists crossing streets prior to the start of school and after the dismissal of school. The contracted work is conducted within the right-of-way of City roadways / municipal streets. The service is provided by a contractor who retains and supervises the crossing guards.

This policy shall not apply to the crossing guard locations established prior to the approval of this policy, listed in Appendix A. The crossing guards at these locations shall only be removed upon permanent closure of the school they serve, or otherwise with the approval of Moncton City Council.

3. Definitions

Arterial Road means a high-capacity urban road. The primary function of an arterial road is to permit vehicle traffic movement from collector roads to freeways, and between urban centres at the highest level of service possible. Many arterial roads have limited access, or feature restrictions on private access.

Controlled Crossing means a crosswalk at a stop sign or a traffic signal (i.e. red light). At controlled crossings, vehicles must obey the respective regulations in the Motor Vehicle Act for each type of control.

School Crossing Guard Policy

Crosswalk means a part of the roadway where pedestrians cross the street. Since many student cyclists use sidewalks to ride their bicycles and some trails are included as crossing guard locations, for this policy, this would also include areas where student cyclists would be crossing the street.

Elementary School means a public school including grades between kindergarten through grade 8 that is not defined as a Middle School.

Exposure Index means a calculation method based on student pedestrians/cyclists and vehicle traffic volume at a crosswalk location. The index is intended to provide a comparison between proposed locations and existing locations with the same crosswalk type.

Midblock Crosswalk means a designated area located between two intersections for pedestrians to cross a street.

Middle School means a public school including grades between grade 6 and grade 8.

School Crossing Guard means a person employed by a contractor for the City of Moncton who assists student pedestrians and cyclists to cross City streets prior to the start of school and after the dismissal of school. The crossing guard wears a high-visibility vest and stops traffic using a handheld STOP sign while pedestrians or cyclists are in the crosswalk.

School Crossing Guard Warrant Analysis means a process that is used to assess whether a School Crossing Guard is justified for a particular crosswalk location based on pre-determined factors. This procedure is based on collected data to systematically determine optimal School Crossing Guard locations.

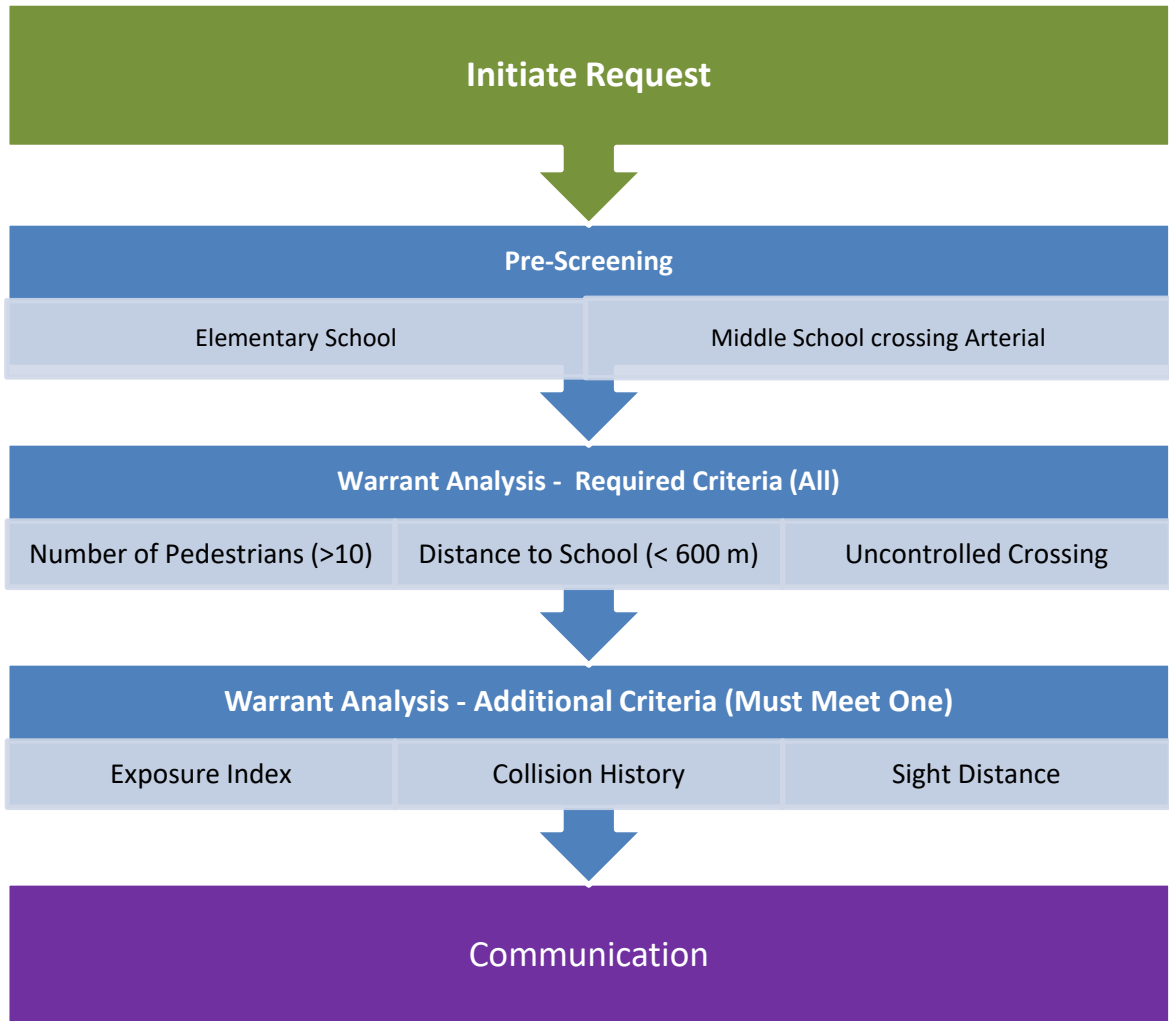
4. Policy

The City will evaluate a crosswalk using the *School Crossing Guard Warrant Analysis* to determine if a *School Crossing Guard* should remain or be implemented at said crosswalk. The process can be initiated by either a request from a resident, elected official, school officials, or by an internal review process.

Residents can make a request for a *School Crossing Guard* by contacting the City at 506.853.3333 or by email at info@moncton.ca

The following methodology will apply for various *School Crossing Guard* requests, subject to the approval of the Chief Administrative Officer or their delegate:

SCHOOL CROSSING GUARD METHODOLOGY



STEP 1 – PRE-SCREENING

The pre-screening is satisfied if one of the following conditions are met:

- The crosswalk serves an elementary school.
- The crosswalk is located on an *Arterial Road* and serves a middle school.

Due to the age of students, other crosswalks serving middle schools and high schools shall not be considered as candidates for crossing guard locations.

School Crossing Guards

STEP 2 – WARRANT ANALYSIS

The City’s Engineering Department will assess the crosswalk based on the below criteria.

No.	Factor	Description
All locations under assessment must meet all criteria:		
1	Number of Student Pedestrians	A minimum of ten (10) students is using the crosswalk during the peak crossing guard hour
2	Distance from school property	The crosswalk is within 600 m of walking distance to the edge of the school property entrance.
3	Uncontrolled Crossings	Traffic at the crosswalk is not managed by a stop sign or a traffic signal (i.e. red light).
Must meet one of the following criteria:		
1	Exposure Index	The exposure index of the assessed crosswalks must exceed the lower 85 th percentile exposure index of existing crossing guard locations with respect to the same type of crosswalk. If not applicable (midblock crosswalks), a minimum of 200 vehicles during the peak hour must conflict with the crosswalk.
2	Collision History	One (1) collision with a vulnerable user over a 3-year period has been reported during school operations 7 AM and 5 PM that the actions of a crossing guard may have prevented.
3	Sight Distance	TAC sight distance recommendations are not met as prescribed in the TAC Geometric Design Guide for Canadian Roads.

Only crosswalks that meet the above criteria will be considered for a crossing guard for school purposes. The assessment of proposed locations will be valid for a period of two years after completion unless otherwise certain circumstances have changed (e.g. relocation of a crosswalk, new school, closing of an existing school, etc.).

Pedestrian and vehicle traffic data will be collected through video observations, in-person counts and, in some cases, mechanical traffic counters. To ensure accuracy, data collections will only occur between September 7th to November 15th, and between April 1st to June 15th of every year, excluding any weekends, statutory holidays or pedagogical days.

Additionally, the Engineering Department reserves the right to review existing crossing guard locations periodically using the above criteria. The purpose of these periodic reviews will assess existing crossing guard locations and, determine if relocation, removal or additional locations are required to reflect continuously changing student population utilizing this municipal service.

School Crossing Guards

A *School Crossing Guard* should not be considered as the only or first tool to improve the safety of students as they cross roadways to and from school. The Engineering Department reserves the right to consider and implement alternative improvements (i.e. traffic calming, crosswalk improvements, intersection control improvements, etc.) to a *School Crossing Guard* using engineering judgement.

REMOVAL OF A SCHOOL CROSSING GUARD LOCATION

This section is not applicable to the locations listed in Appendix A.

If an existing location no longer meets the above criteria, the results shall be validated with another sample of pedestrian and vehicle traffic data. The second sample of data shall be inconsecutive from the original sample.

Using engineering judgement, the Engineering Department reserves the right to consider and implement improvements (i.e. traffic calming, crosswalk improvements, traffic control device improvements, etc.) to ease transition of the *School Crossing Guard* removal.

5. Communication and Tracking

An effort to inform school administration, students and parents prior to any changes to the school crossing guard program is required. A delay in implementation allows the benefiting individuals and the contractor to plan for the adjustment of the program.

Written communication with the school districts and/or the school administration, the school crossing guard contractors, the Ward Councilors, the Councilors-at-Large, and the Mayor regarding the removal or the relocation of crossing guard locations will be provided a minimum of four months in advance of the modifications.

Alternatively, written communications to the same above-mentioned parties regarding new crossing guard locations will be provided prior to implementation. New locations will be implemented as soon as possible, subject to availability of additional staff from the crossing guard contractor and budgetary availability.

6. Administration and Contact

City Clerk's Office

655 Main St., Moncton, NB E1C 1E8

Telephone: 506.853.3550

Email: info.clerk@moncton.ca

APPENDIX A

Established crossing guard locations prior to the approval of this policy

SCHOOLS	LOCATIONS
<i>ANGLOPHONE EAST SCHOOL DISTRICT</i>	
Arnold H. McLeod	Crossing Shediac Road at the intersection of Kenmore Drive
Arnold H. McLeod	Crossing Storey Road East at the intersection of Galaxy Drive
Lewisville Middle	Crossing Shediac Road at the intersection of McAuley Drive
Forest Glen	Crossing Elmwood Drive (North Approach) at the intersection of Filles de Jesus Avenue and Keenan Drive
Sunny Brae Middle	Crossing Elmwood Drive and McLaughlin Road at the intersection of Massey Avenue
Edith Cavell	Crossing Archibald Street at the intersection of Park Street
Edith Cavell	Crossing Highfield Street at the intersection of Park Street
Edith Cavell	Crossing John Street at the intersection of Weldon Street
Edith Cavell	Crossing Mountain Road at the intersection of Weldon Street and Bromley Avenue
Queen Elizabeth	Crossing West Lane at the intersection of Lynch Street
Queen Elizabeth	Crossing MacBeath Avenue at the intersection of Lynch Street
Queen Elizabeth	Crossing Mountain Road at the intersection of Walsh and Brady Street
Beaverbrook	Crossing Savoie Drive at the Beaverbrook School driveway
Beaverbrook	Crossing Mountain Road at the intersection of Waverley Avenue
Birchmount	Crossing Ayer Avenue at the intersection of Crandall Street
Bessborough	Crossing Milner Road at the intersection of Athlone Avenue and Hows Crescent
Evergreen Park	Crossing Shannon Drive at the Evergreen Park School driveway
Evergreen Park	Crossing Evergreen Drive at the intersection of Sheffield Court
Northrup Frye	Crossing Ryan Road at the intersection of Augusta Terrace
Maplehurst Middle	Crossing Maplehurst Drive at the Maplehurst Middle School driveway
Maplehurst Middle	Crossing Twin Oaks Drive at the intersection of Tanglewood Drive
Wabanaki	Crossing St. George Boulevard at the intersection of Bessborough Avenue
<i>DISTRICT SCHOLAIRE FRANCOPHONE SUD</i>	
Champlain	Crossing Erinvale Drive at the Ecole Champlain driveway
Champlain	Crossing the Ecole Champlain Driveway at the Pommier Trail
Champlain	Crossing O'Neil Street at the Pommier Trail
Champlain	Crossing Erinvale Drive at the intersection of Ripplewood Road
Claudette Bradshaw / Le Mascaret	Crossing McLaughlin Road at the intersection of Xavier Avenue
St. Henri	Crossing Chester Avenue at the intersection of Lefurgey Avenue
St. Henri	Crossing Connaught Avenue at the intersection of Lefurgey Avenue
St. Henri	Crossing Mountain Road at the intersection of Ash Street, Lefurgey Avenue and Regina Street
Le Sommet	Crossing Twin Oaks at the Ecole Le Sommet driveway
Le Sommet	Crossing Ryan Road at the intersection of Evergreen Drive and Amiens Drive
Le Sommet	Crossing Ryan Road at the intersection of Pebble Creek Way and Whisperwood Drive