

Staff Report



Development Services Department

www.kitchener.ca

REPORT TO: Planning and Strategic Initiatives Committee

DATE OF MEETING: June 16, 2025

SUBMITTED BY: Barry Cronkite, Director, Transportation Services 519-741-2200 ext. 7738

PREPARED BY: Julie Ellis, Supervisor, Crossing Guards, 519-741-2200 ext. 7232

WARD(S) INVOLVED: 2, 4, and 5

DATE OF REPORT: June 6, 2025

REPORT NO.: DSD-2025-222

SUBJECT: School Travel Planning – New Schools – 2025-2026

RECOMMENDATIONS:

That the speed limit be set to 30 km/h within 150 metres of school frontages on:

- Kinzie Avenue;
- Burgetz Avenue;
- Rosenberg Way;
- Thomas Slee Drive; and

That the speed limit be set to 40 km/h on River Road, from Old Chicopee Drive to Kinzie Avenue; and,

That No Stopping be installed on:

- The west side of River Road East from approximately 20m north of Kinzie Avenue to approximately 150m south of Old Chicopee Drive;
- The north side of Kinzie Avenue from River Road East to Burgetz Avenue;
- The east and north sides of Burgetz Avenue from Kinzie Avenue to Thaler Avenue;
- The north side of Rosenberg Way for approximately 112m, east of the westerly parking area entrance;
- The north side of Thomas Slee Drive from approximately 40m east of Monarch Woods Drive and approximately 35m west of Ian Ormston Drive; and,

That No Stopping with Time Restrictions from 8:00 AM to 4:30 PM be installed on:

- The east side of River Road East from approximately 39m north of Kinzie Avenue to approximately, 150m south of Old Chicopee Drive;
- The south side of Kinzie Avenue from River Road East to Burgetz Avenue;
- The west and south sides of Burgetz Avenue from Kinzie Avenue to Thaler Avenue;
- The south side of Rosenberg from approximately 30m east of Forestwalk Street for approximately 208m opposite the school's frontage;

*** This information is available in accessible formats upon request. ***
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

- The north side of Rosenberg from approximately 30m east of Forestwalk Street for approximately 35m along the school's frontage, west of the westerly parking area entrance;
- The south side of Thomas Slee Drive from approximately 40m east of Monarch Woods Drive and approximately 35m west of Ian Ormston Drive;
- The west side of Ian Ormston Drive approximately 108m along the west side, south of the proposed access;
- The east side of Ian Ormston Drive for approximately 22m near the exit area; and,

That a School Bus Loading Zone be installed near the approximately 88m of on-street school bus loading area on the north side of Rosenberg Way south of the school building; and,

That Crossing Guards be installed at:

- Kinzie Avenue and River Road East;
- Kinzie Avenue and Thaler Road;
- River Road East and Fairway Road North; and,

That one of the two Crossing Guards be removed from the location of Fairway Road North and Lackner Boulevard; and further,

That the Uniform Traffic By-law be amended accordingly.

REPORT HIGHLIGHTS:

- The purpose of this report is to establish street safety and encourage active transportation at three new elementary schools opening within the City of Kitchener in September 2025, as well as to provide an update on improvements for Chicopee Hills Public School.
- The key finding of this report is that safety and operations can be improved by speed limit reductions on roadways fronting school properties, the addition of No Stopping and No Stopping with Time Restrictions along school frontages, and the addition of crossing guard operations.
- The financial implications are approximately \$15,000 for all the recommended speed limit reductions, stopping prohibitions, and other related signage requirements. This will be funded from the existing sign maintenance budget. The addition of three crossing guards and the reduction of one crossing guard will cost an additional \$20,000 in the operating budget; however, a review of the crossing guard program is underway which should offset additional funding requirements.
- Community engagement included collaboration with the Waterloo Region District School Board, the Waterloo Catholic District School Board, Student Transportation Services of Waterloo Region (School Travel Planning), and the Region of Waterloo (Transportation Services).
- This report supports the delivery of core services.

BACKGROUND:

Transportation Services is providing an update to Council regarding recommendations to support school safety and active travel at the following new schools opening in September 2025:

- St. Patrick Catholic Elementary School at 1201 River Road East (Ward 2)
- Willow River Public School at 670 Thomas Slee Drive (Ward 4)
- Holy Trinity Catholic Elementary School at 200 Rosenberg Way (Ward 5)

In addition, an update is provided on active school travel to Chicopee Hills Public School (Ward 2) and a review of the crossing guard program in general.

REPORT:

St. Patrick Catholic Elementary School

St. Patrick Catholic Elementary School (the School) at 1201 River Road is a new elementary school bound by River Road East to the east, Kinzie Avenue to the south, and Burgetz Avenue to the southwest. The anticipated population of the school is approximately 430 students and will service students from grades JK to 8. Please note St. Patrick will only open with JK to 7 in September and will become JK to 8 in 2026/27. The general catchment area for the school is south of Rennie Drive and north of River Road East/Morgan Avenue; east of Old Chicopee Trail and west of Kingsway Drive.

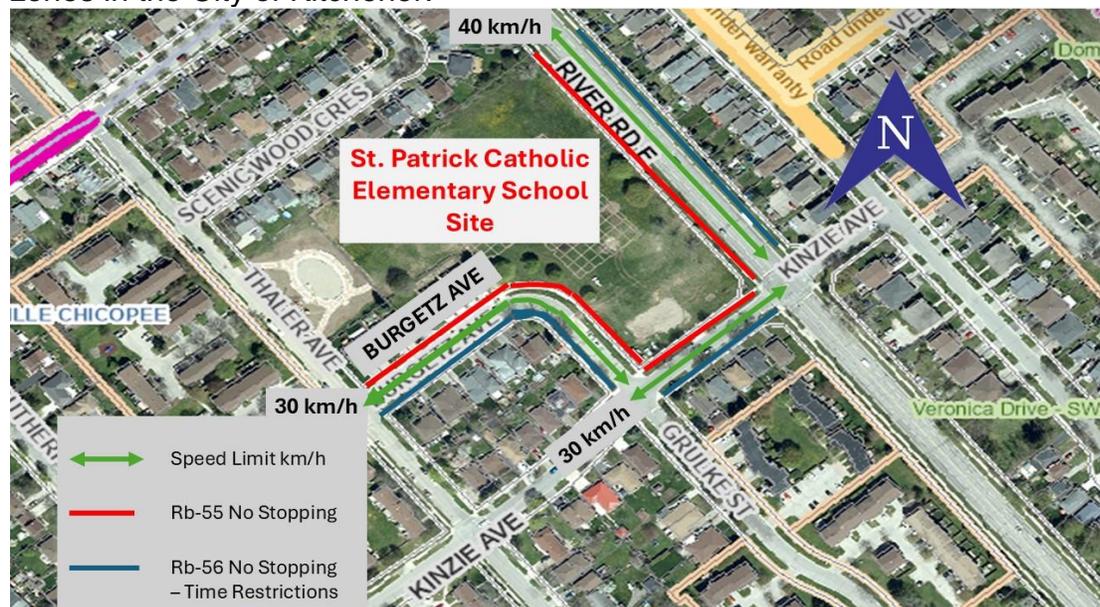
A detailed report on transportation impacts of this new school can be found in Appendix A.

Speed Limit and No Stopping Changes

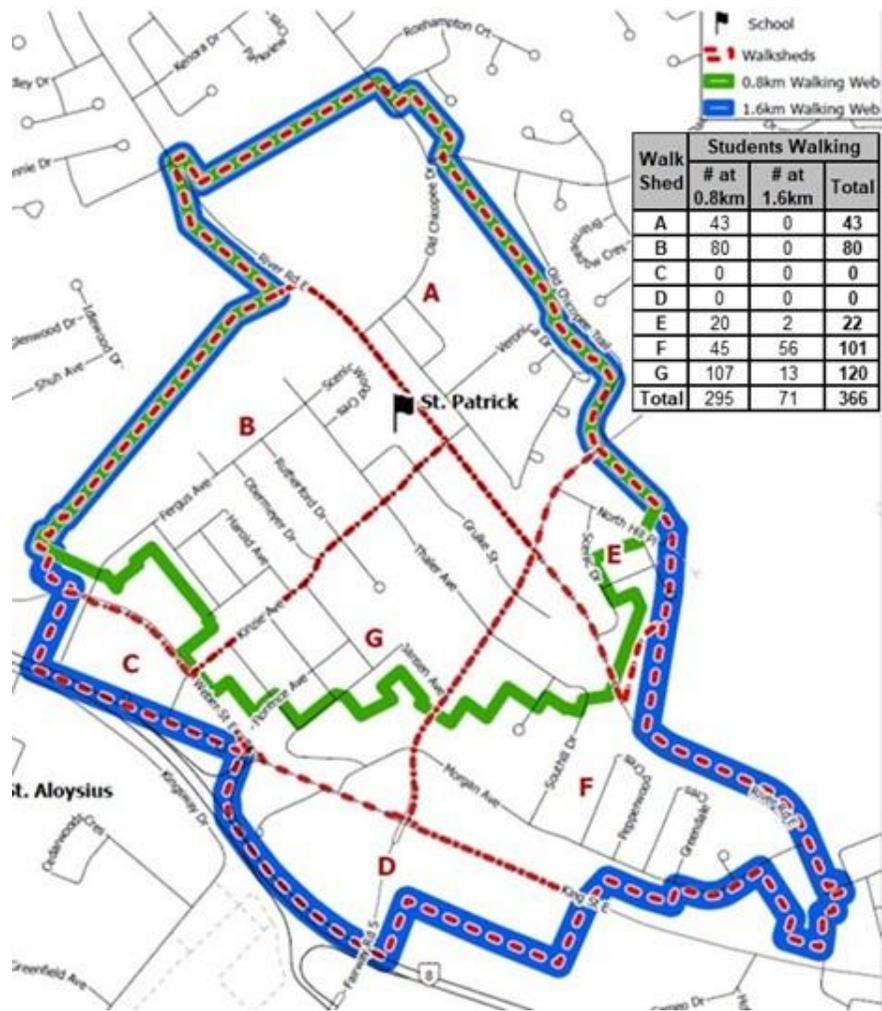
To facilitate safety for school operation, a series of traffic safety improvements have been investigated. Recommended changes include:

Speed limit reduction on River Road from 60 km/h to 40 km/h and on Kinzie Avenue and Burgetz Avenue to 30 km/h within 150 metres of the school's frontage to improve safety for street users. This is consistent with other school zones in the City of Kitchener.

Installation of new No Stopping and No Stopping with Time Restrictions zones and signage on River Road, Kinzie Avenue, and Burgetz Avenue, to reduce vehicle congestion and maintain sightlines for pedestrians. Again, these changes are consistent with other school zones in the City of Kitchener.



School Walkshed



Crossing Guards

A warrant analysis for potential crossing guards was undertaken based on projected pedestrians and traffic volumes and summarized in the table below. Warrants are based on the Ontario Traffic Council Crossing Guards Manual (2023).

Intersection	Intersection Leg	Data Collection Date (Y/M/D)	Estimated Number of Students Crossing	Existing Number of Conflicting Movements	Product	Warrant Met?
Kinzie Ave and River Rd	South	2023-03-07	118 - 153	AM: 78 PM: 96	AM: 9,200 PM: 11,350	Yes
Kinzie Ave and Thaler Ave	North	2025-04-03	90 - 125	AM: 104 PM: 186	AM: 9,350 PM: 16,750	Yes
River Rd and Fairway Rd	South	2022-10-04	108 - 123	AM: 72 PM: 105	AM: 7,800 PM: 11,350	Yes

Based on the projected warrants above, Transportation staff are recommending the implementation of three crossing guards to assist children crossing at highest risk locations at:

- Kinzie Avenue at River Road;
- Kinzie Avenue at Thaler Road; and
- Fairway Road at River Road.

It is noted, however, that these locations should continue to be monitored in the future, as student travel and vehicle traffic patterns may not follow estimated trends, and the estimated range of crossing students assumes that minimal numbers of students within the walkshed are driven to school.

Holy Trinity Catholic Elementary School

Holy Trinity Catholic Elementary School (the school) at 200 Rosenberg Way is a new elementary school bounded by Rosenberg Way to the south, residential land uses to the west, and a hydro corridor to the northeast. The anticipated population of the school is approximately 229 students and will serve students from grades JK to 8. The general catchment area for the school is south of Bleams Road (including both residential sides of Fischer-Hallman to the roundabout at Seabrook Drive) and north of the south end of Abram Clemens Crescent; east of Washburn Drive and west of approximately Muirfield Crescent.

A detailed report on transportation impacts of this new school can be found in Appendix B.

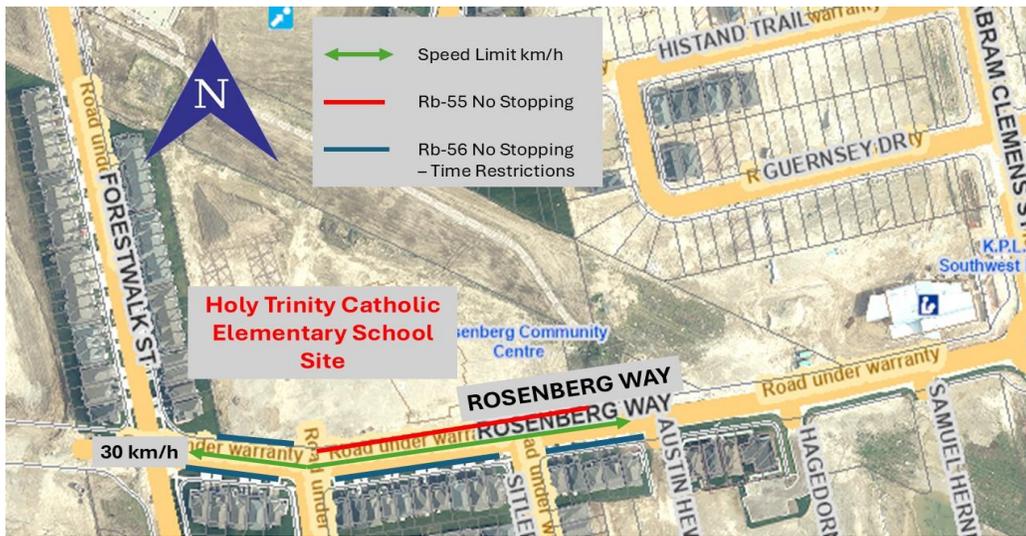
Speed Limit and No Stopping Changes

To facilitate safety for school operation, a series of traffic safety improvements have been investigated. Recommended changes include:

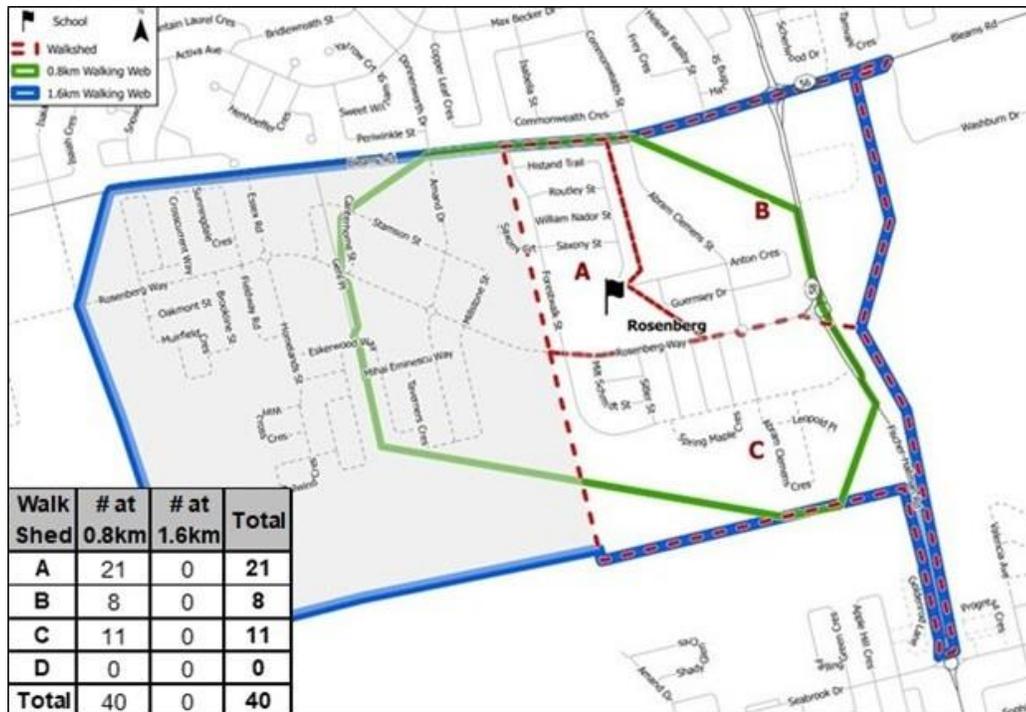
Speed limit reduction on Rosenberg Way to 30 km/h within 150 metres of the school's frontage to improve safety for street users. This is consistent with other school zones in the City of Kitchener.

Installation of new No Stopping and No Stopping with Time Restrictions zones and signage on Rosenberg Way to reduce vehicle congestion and maintain sightlines for pedestrians. These changes are also consistent with other school zones in the City of Kitchener.

Additional signage for the School Bus Loading Area to deter drivers from using it for loading and unloading purposes. Again, these changes are consistent with other school zones in the City of Kitchener.



School Walkshed



Crossing Guards

A warrant analysis for potential crossing guards was undertaken based on projected pedestrians and traffic volumes. No locations were found to meet OTC Crossing Guard warrants. However, it is noted that these locations should be monitored in the future, as student travel and vehicle traffic patterns may change as the surrounding area continues to develop.

Willow River Public School

Willow River Public School (the School) at 670 Thomas Slee Drive is a new elementary school with frontage on Thomas Slee Drive to the south, Ian Ormston Drive to the east, and Monarch Woods Drive to the north. The anticipated population of the school is approximately 350 students and will service students from grades JK to 8. Please note Willow River will open only with JK to 7 in September and will become JK to 8 in 2026/27. The general

catchment area for the school is south of Doon South Drive/Windrush Trail and north of New Dundee Road; east of Pinnacle Drive and west of Southridge Drive.

A detailed report on transportation impacts of this new school can be found in Appendix C.

Speed Limit and No Stopping Changes

To facilitate safety for school operations, a series of traffic safety improvements have been investigated. Recommended changes include:

Speed limit reduction on Thomas Slee Drive to 30 km/h within 150 metres of the school's frontage to improve safety for street users. This is consistent with other school zones in the City of Kitchener.

Installation of new No Stopping and No Stopping with Time Restrictions zones and signage on Thomas Slee and Ian Ormston Drive, to reduce vehicle congestion and maintain sightlines for pedestrians. Again, these changes are consistent with other school zones in the City of Kitchener.



School Walkshed



Crossing Guards

A warrant analysis for potential crossing guards was undertaken based on projected pedestrians and traffic volumes, and no locations were found that meet OTC Crossing Guard warrants. However, it is noted that these locations should be monitored in the future, as student travel and vehicle traffic patterns may change as the surrounding area continues to develop.

Chicopee Hills Public School

The Region of Waterloo is constructing a new boulevard multi-use trail along Fairway Road North from Lackner Boulevard to Pebblecreek Drive. This will improve a longstanding safety concern identified by parents of Chicopee Hills, with a larger buffer distance between the trail and moving vehicle traffic, especially over the bridge. With this change, the “crossing guard liaison”, which was established to limit queuing and congestion over the bridge will no longer be required.

The Region is also removing the right-turn channel at the Lackner Boulevard and Fairway Road North intersection through the upcoming reconstruction of Fairway Road, which will reduce vehicle turning speeds and increase yield compliance to pedestrians.

Currently, two crossing guards are required at the Fairway and Lackner intersection, with one servicing the right-turn channel and the other servicing the main crosswalks. Given the improved safety expectations following reconstruction of the intersection and removal of the channel, staff are recommending the removal of one of the two crossing guards from this

location, and redeployment to a warranted crossing guard location. This would occur following completion of the construction, estimated to occur in September 2025.

The WRDSB and administration at Chicopee Hills Public School have been notified of these proposed changes.

Review of the Crossing Guard Program

The net addition of two crossing guards brings the City's complement of Crossing Guards to 94 staff (84 locations plus 10 Rovers). City staff are conducting a review of the program, to ensure future growth can be managed appropriately, as well as to review existing policies and procedures. The current service model and crossing locations have not been reviewed since the program's inception many years ago.

It is expected that beyond the net addition of two guards in 2025, staff will be unable to add any future crossing guard locations without either removing existing locations or adding additional supervisor and/or administrative support staff. Typical ratios across municipalities of Crossing Guards to Supervisor is 50:1. Kitchener's current ratio is 94:1. A full review would look to improve timely and proactive supervision of Crossing Guards and responsiveness to community and school partners' school travel requests.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendations will cost approximately \$15,000 to make the necessary signing changes for speed limits, parking restrictions, school bus loading zones and crossing guard locations, funded from the existing sign maintenance budget.

Operating Budget – Each additional crossing guard location is approximately \$10,000 for wages, equipment, training, winter maintenance, etc., on an annual basis. The addition of 2 crossing guards is expected to cause a deficit of approximately \$7,000 in the Crossing Guard operating budget for the remaining four months of the 2025 budget year. It is anticipated that the review of the crossing guard program will identify operational efficiencies which should offset additional funding requirements in subsequent years.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the council / committee meeting.

COLLABORATE – City staff worked with Waterloo Catholic District School Board, Waterloo Region District School Board, and Student Transportation Services of Waterloo Region (STSWR) to develop these recommendations.

PREVIOUS REPORTS/AUTHORITIES:

There are no previous reports/authorities related to this matter.

APPROVED BY: Justin Readman, General Manager
Development Services Department

ATTACHMENTS:

Appendix A: St. Patrick Catholic Elementary School Profile

Appendix B: Holy Trinity Catholic Elementary School Profile

Appendix C: Willow River Public School Profile