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**To:** Municipal Services Committee  
**From:** Michael Hardy, Assistant City Traffic Engineer  
**Date:** October 28, 2014  
**Re:** St. Francis Xavier Middle School – On Street Parking/Safety Improvements  
*Proposed 90-Day Trial Period*

The Traffic Section was recently contacted by the St. Francis Xavier Middle School administration regarding safety concerns on the streets surrounding the school. In response to their concerns, we observed traffic patterns during the school's pick-up and drop-off times on a number of different days in recent weeks. We subsequently met with the school's principal and discussed potential improvements that could be made. A summary of our recommendations are outlined below.

**IMPORTANT**

**The recommendations below are referenced on the attached map.  
(i.e. Item "A" in the list below corresponds with the **A** on the attached drawing).**

St. Francis Xavier Middle School is currently servicing grades five through eight. While the school has ample student capacity as an old high school, the parking lot is no able to accommodate all the transportation needs of a parochial middle school. The safety concerns we observed are happening when St. Francis releases for the day, which is normally 3:25 p.m. or 11:30 a.m. on half days. The majority of morning student unloading takes place in the main Northland Avenue parking lot, with only a small number of drop-offs observed on the back side of the school along Greenfield Street. However, the release of students at the end of the school day experiences a saturation of the main parking lot resulting in an overflow of student loading onto several streets south of the school. This also creates a surge in the amount of traffic navigating on these streets, most of them to and from Oneida Street.

- A. Proposal: Prohibit Stopping/Standing/Parking from 11 a.m. to 4 p.m. on school days on the *south* side  
Passenger loading is currently taking place on both sides of this narrow block, which creates two problems:
- Safety issues with students darting between vehicles and across two lanes of moving traffic to get to cars that are stopped on the far side of the street. It is standard practice to disallow parking and passenger loading on the far side of the street adjacent to schools as a way of addressing this type of issue.
  - The roadway, at 32-ft between the curbs, is too narrow to safely handle two-way traffic with a continuous line of cars stopped and/or parked on both sides of the road. This will become more problematic during the winter months when the roadway narrows from snow banks.

The north side of this block would be available for normal parking and passenger loading. This proposal would also improve access for emergency response vehicles. St. Francis Xavier intends to have sidewalk added along the north side of Greenfield Street in the future to further accommodate the proposed passenger loading activities.



*Figure 1 - Looking West on Greenfield St from Drew St*

- B. Proposal: Prohibit Stopping/Standing/Parking from 11 a.m. to 4 p.m. on school days on the east side  
Passenger loading is currently taking place on both sides of this narrow block, which creates two problems:
- Safety issues with students darting between vehicles and across two lanes of moving traffic to get to cars that are stopped on the far side of the street. It is standard practice to disallow parking and passenger loading on the far side of the street adjacent to schools as a way of addressing this type of issue.
  - The roadway, at 32-ft between the curbs, is too narrow to safely handle two-way traffic with a continuous line of cars stopped and/or parked on both sides of the road. This will become more problematic during the winter months when the roadway narrows from snow banks.

The existing school day parking restrictions on both sides of this block would be removed and replaced with the proposed restriction. The west side of this block would be available for normal parking and passenger loading. This proposal would also improve access for emergency response vehicles.

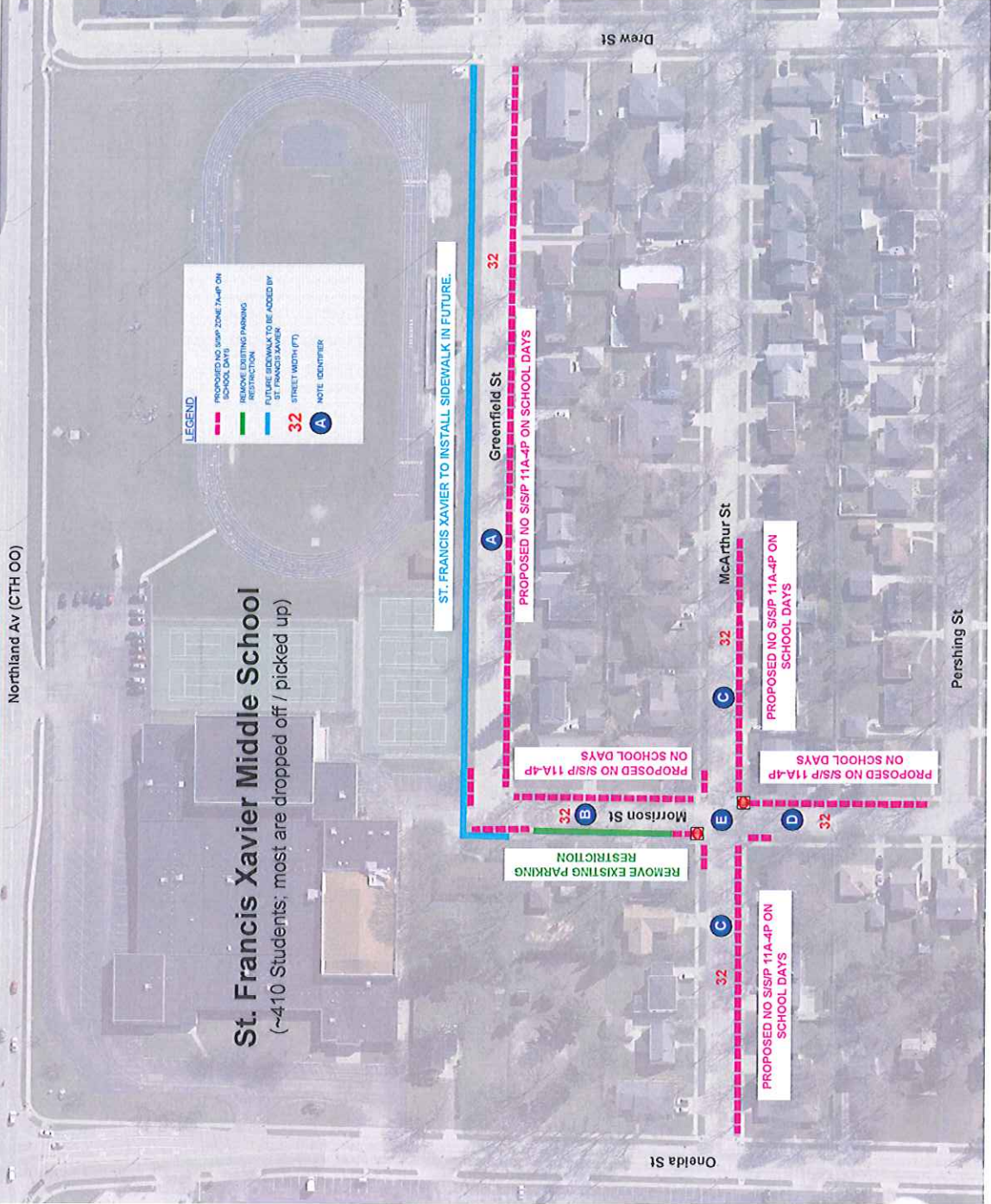
- C. Proposal: Prohibit Stopping/Standing/Parking from 11 a.m. to 4 p.m. on school days on the south side  
Passenger loading is currently taking place on both sides of this narrow block, which limits the safe passage of two-way traffic, especially near the Morrison Street intersection. The proposed changes identified in (A) & (B) will tend to exacerbate this issue. Also, McArthur Street has a higher traffic count as vehicles navigate to and from Oneida Street. Furthermore, McArthur Street, between Oneida Street and Drew Street, is part of Valley Transit Route 5. As such, the prohibition of Stopping/Standing/Parking on one side of this block is recommended to improve safety and accessibility. We recommend placing the restriction on the south side of the street. We believe this would be preferable, as parking and passenger loading would be available on the north side of the street, closer to the school and not require students to cross McArthur Street. This proposal would also improve access for emergency response vehicles.



*Figure 2 - Looking West On McArthur St toward Morrison St*

- D. Proposal: Prohibit Stopping/Standing/Parking from 11 a.m. to 4 p.m. on school days on the east side  
Passenger loading is currently taking place on both sides of the east end of this narrow block, which limits the safe passage of two-way traffic, especially near the McArthur Street intersection. The proposed changes identified in (A), (B) and (C) will tend to exacerbate this issue. As such, the prohibition of Stopping/Standing/Parking on one side of this block is advisable to improve safety and accessibility. We recommend the restriction be placed on the east side of the street. We believe this would be preferable, as there is more available passenger loading/unloading space on the west side near McArthur Street, and because it would be consistent with the proposed restriction to the north on Morrison Street, closer to the school.
- E. Proposal: Change intersection control from YIELD to STOP on Morrison Street at McArthur Street  
While the approach speeds and sightlines for yield control fall within the acceptable range, they degrade when school release is taking place. The proposed changes identified in (A), (B), (C) and (D) will tend to exacerbate this issue. Also, the intersection of McArthur Street and Morrison Street has a surge in the amount of traffic navigating on these streets when St. Francis releases for the day. This proposal would implement a more reasonable control for this intersection's operation.

This proposal would also include "Prohibit Stopping/Standing/Parking from 11 a.m. to 4 p.m. on school days" be implemented at the intersections of Greenfield Street & Morrison Street, and McArthur Street & Morrison Street, as illustrated on the attached drawing. This is standard practice to disallow parking and passenger loading within proximity to intersections near schools where pedestrian visibility and space for turning vehicles is needed.



Northland Av (CTH 00)

# St. Francis Xavier Middle School

(~410 Students; most are dropped off / picked up)

**LEGEND**

- PROPOSED NO S/S/P ZONE 7A-4P ON SCHOOL DAYS
- REMOVE EXISTING PARKING RESTRICTION
- ST. FRANCIS XAVIER TO BE ADDED BY ST. FRANCIS XAVIER
- STREET WIDTH (FT)
- NOTE IDENTIFIER

ST. FRANCIS XAVIER TO INSTALL SIDEWALK IN FUTURE.

Greenfield St 32

PROPOSED NO S/S/P 11A-4P ON SCHOOL DAYS

PROPOSED NO S/S/P 11A-4P ON SCHOOL DAYS

REMOVE EXISTING PARKING RESTRICTION

PROPOSED NO S/S/P 11A-4P ON SCHOOL DAYS

PROPOSED NO S/S/P 11A-4P ON SCHOOL DAYS

PROPOSED NO S/S/P 11A-4P ON SCHOOL DAYS

McArthur St

PROPOSED NO S/S/P 11A-4P ON SCHOOL DAYS

PROPOSED NO S/S/P 11A-4P ON SCHOOL DAYS

Pershing St

Onelda St

Drew St

Morrison St