

THE CORPORATION OF THE DISTRICT OF BURNABY

File: 20-2

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

SCHOOL PATROL WARRANTS

Recommendations:

1. Warrants and Policies for supervised school crossings.

- (a) When the traffic density during the period when 85% of pupils cross is LESS THAN 300 VPH a school patrol is NOT WARRANTED.
- (b) When the traffic density during the period when 85% of pupils cross is HIGHER THAN 500 VPH a school patrol is WARRANTED.
- (c) When the traffic density during the period when 85% of pupils cross is between 300 VPH and 500 VPH then the patrol MAY BE WARRANTED and a more detailed study and assessment is indicated. Other factors governing the decision could be:-

(i) Number of Students

Normally 35 students using the intersection in question is required before a school patrol may be established.

(ii) Speed of Vehicles

If the traffic is consistently exceeding posted limits, then enforcement measures should be requested to reduce a hazardous situation. If speeding persists, then a school patrol may be warranted as their presence has proven to reduce speed of vehicles in addition to controlling children.

(iii) Turning Movement of Vehicles

If the percentage of vehicles turning at the intersection is considered high enough to constitute a hazard to students a school patrol may be required.

(iv) Pedestrian Waiting Period

If the students are consistently required to wait for more than 30 seconds for an opportunity to cross, a school patrol may be installed.

(v) Gaps in Traffic Flow

If there is a low frequency of gaps of sufficient duration to allow students an opportunity to cross a school patrol may be established.

- AGENDA 1981 NOVEMBER 30  
- COPY-MANAGER

2. Polices:

- School patrols should only be established at Elementary Schools.
  - School patrols should not normally be established across a street controlled by stop signs.
  - On multi-lane roads, advance school sign to a patrolled crosswalk should have "NO PASSING" tab mounted over the centre lanes as well as at the curb, in addition to the standard advance signing.
  - School signing on main streets should be removed where practical for summer periods.
  - Where required, reduced speed zones (30 Kmh) on local streets and roads surrounding the school should be posted.
  - On streets with reduced speed zones, patrols shall not normally be established.
  - If vision is restricted by a hill, curve, or other immovable obstructions, a change in the school crossing location should be seriously considered.
  - If bad driving habits in and around the school area are noted then enforcement action should be requested.
  - School patrols should not normally be established if the distance to the school exceeds three hundred fifty metres. If the crossing is more than three hundred fifty metres from the school and there is a warrant for a school patrol a pedestrian activated signal warrant should be investigated.
  - The accident history of any intersection under consideration for school patrols is to be evaluated.
3. THAT a policy for requesting a school patrol be developed along the lines as shown on appendix "B".
4. THAT the hiring of a special uniformed constable to train, educate and supervise the school patrol system be made in consultation with the Burnaby R.C.M.P., the Director Engineering and Burnaby School Board.
5. THAT appendix "A" attached to this report be adopted as an Evaluation Summary Sheet.
6. THAT a copy of this report be sent to the Burnaby School Board, 5325 Kincaid Street, Burnaby, B.C., V5G 1W2, for distribution to all Elementary School Principals.

REPORT

The Traffic Safety Committee on 1981 May 19 formed the "School Crosswalk Warrant Sub-Committee" comprised of Mr. B.J. Jones, Chairman, Alderman D.N. Brown, Staff/Sgt. B.M. Duncan and Mrs. Rosemary Rawnsley to review the existing warrants applied when a request is received to install a crosswalk in a Burnaby school zone.

At its meeting of 1981 October 26 the Municipal Council received the report from the Traffic Safety Committee on School Crosswalk Warrants.

Arising out of Council's discussion of this subject, the following motion was adopted:

REPORT  
REGULAR COUNCIL MEETING  
1981 November 30

"That the question of school crosswalk warrants be referred back to the Traffic Safety Committee for further investigation in conjunction with the Engineering Department and a further report be submitted to the Municipal Council."

A special meeting of the Traffic Safety Committee was held on Wednesday, 1981 November 18. The ensuing discussion centered on the previous items which were:

- (a) Warrants for the establishment of marked and patrolled crosswalks.
- (b) Evaluation summary sheet noted as appendix "A".
- (c) A critical path layout for handling requests for school crossings.
- (d) The hiring of a special constable to train and educate pupils in traffic safety.

At the present time the warrants used by Burnaby for the establishment of marked and patrolled crosswalks direct that any warranted crossing must have both the marked crosswalk and the school patrol. In light of the growing evidence of the hazards of marked crosswalks it is questionable whether the present policy of requiring both the marked crosswalk and the patrol should be continued. As a rule, the average marked crosswalk is only supervised by a patrol for about 40 minutes in the day. For the remaining school period and beyond, the crossing is unsupervised.

In view of the above it is suggested that the revised warrants being submitted in this report be used to establish the need for a school patrol only at a legal unmarked crosswalk. In place of the two painted lines marking the location of the crosswalk, the blue school pentagon sign shall be erected 50 metres in advance of the unmarked crosswalk. Attached to the underside of the sign will be the additional message "CHILDREN CROSSING AHEAD". The only locations in the future to have crosswalks painted on the pavement will be at signalized crossings or at warranted school crossings in locations where a legal crosswalk does not exist.

As a result of special meetings held on 1981 November 18 and 23, the above recommendations are being forwarded to Council.

Respectfully submitted,

Alderman G.D. Ast,  
Chairman

Alderman D.N. Brown,  
Member

RDS:sw

TO: \_\_\_\_\_ DATE: \_\_\_\_\_

SUBJECT: \_\_\_\_\_

EVALUATION OF A SCHOOL CROSSING

The \_\_\_\_\_ carried out a crossing survey  
 at \_\_\_\_\_ corner on \_\_\_\_\_ date/s  
 was from \_\_\_\_\_ to \_\_\_\_\_ Period of observation  
 observations were made: During this period the following

• Number of vehicles and students

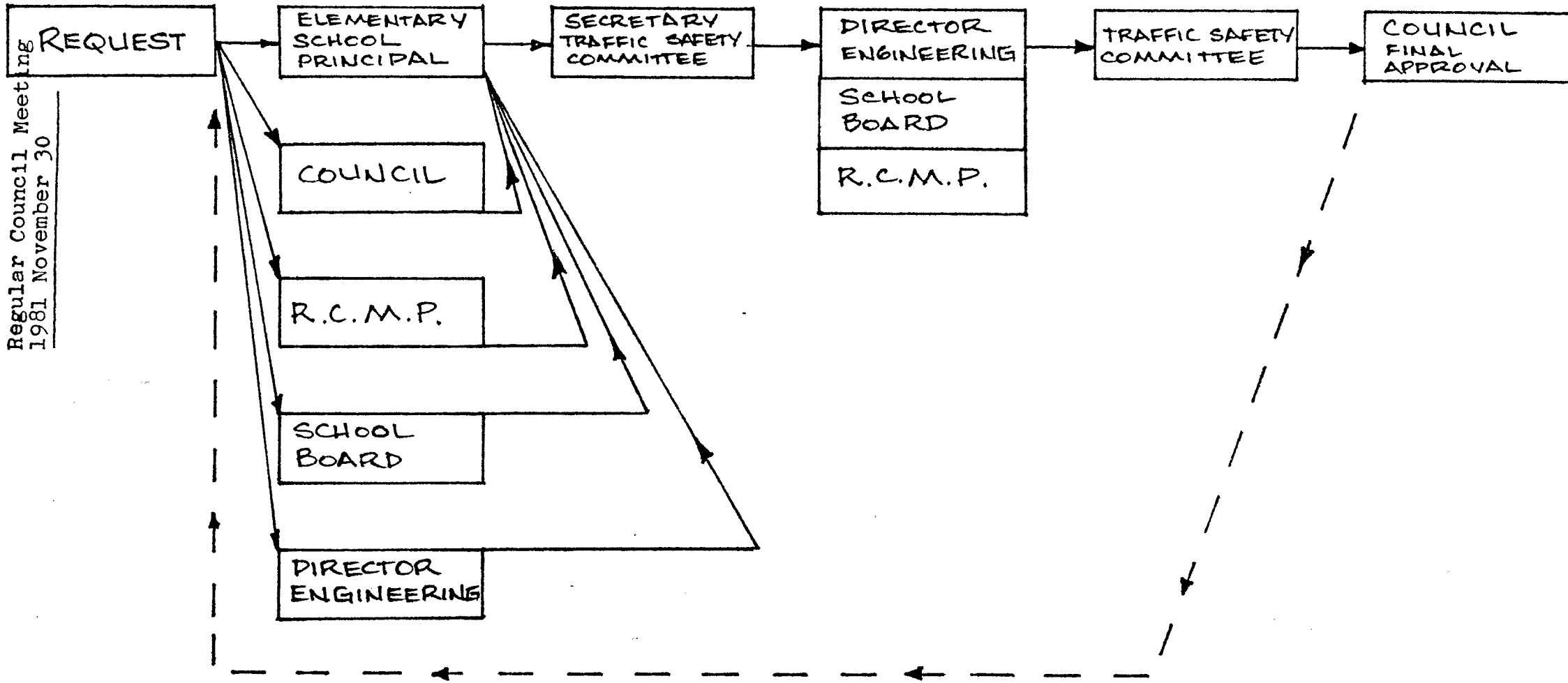
	Vehicles				Students
	N	S	E	W	
0800 - 0815 hrs. -					
0815 - 0830 hrs. -					
0930 - 0845 hrs. -					
0845 - 0900 hrs. -					
12:00 - 12:15					
12:15 - 12:30					
12:30 - 12:45					
12:45 - 1:00					
3:00 - 3:15					
3:15 - 3:30					
3:30 - 3:45					

- Speed of vehicles - \_\_\_\_\_
- Turning movement of vehicles - \_\_\_\_\_
- Drivers habits - \_\_\_\_\_
- Traffic violations - \_\_\_\_\_
- Road condition \_\_\_\_\_
- Accident history \_\_\_\_\_
- Students habits - \_\_\_\_\_
- Gaps in traffic flow - \_\_\_\_\_
- Pedestrian waiting periods - \_\_\_\_\_
- Type of street - \_\_\_\_\_
- Visibility - \_\_\_\_\_
- Signing - \_\_\_\_\_
- Location of X-walk from school - \_\_\_\_\_ blocks.
- Principal's reaction - \_\_\_\_\_

Comments - \_\_\_\_\_

APPENDIX "A"

REPORT  
Regular Council Meeting  
1981 November 30



APPENDIX "B"

