

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: SPEEDING FINES IN SCHOOL ZONES**

RECOMMENDATIONS:

1. **THAT** Council support the principle of doubling traffic fines in school and playground zones and propose that the added fine revenue be shared with the local authority to fund child pedestrian safety initiatives.
2. **THAT** a UBCM resolution supporting this recommendation be approved.
3. **THAT** copies of this report also be sent to the Ministry of the Attorney General, the Ministry of Transportation & Highways and the Burnaby School District.
4. **THAT** a copy of this report be sent to the Nelson Elementary School's Parent Advisory Council (Attn: Ms. Trish Joyce).
5. **THAT** copies of this report be forwarded to Burnaby MLA's requesting their support.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2000 June 20, received and adopted the attached report to respond to correspondence to the Committee.

The Committee requested that the recommendations be amended to include that a copy of the report be forwarded to Burnaby MLA's requesting their support.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

COPY: - CITY MANAGER - DIRECTOR ENGINEERING - OFFICER-IN-CHARGE, R.C.M.P.
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City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE DATE: 2000 05 26  
FROM: ASST. DIRECTOR ENGINEERING, FILE: 55-01-03  
TRAFFIC & ENGINEERING SYSTEMS  
SUBJECT: SPEEDING FINES IN SCHOOL ZONES  
PURPOSE: To respond to correspondence to the Committee.

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RECOMMENDATIONS:

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2. THAT a UBCM resolution supporting this recommendation be approved.
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4. THAT a copy of this report be sent to the Nelson Elementary School's Parent Advisory Council (Attn: Ms. Trish Joyce).

R E P O R T

1.0 INTRODUCTION

Appearing on the agenda of the 2000 March 07 Traffic Safety Committee was correspondence from Ms. Trish Joyce on behalf of Nelson Elementary School's Parent

Advisory Council. In her letter, Ms. Joyce indicated that the efforts of parent volunteers and school officials to raise driver awareness for the 30 km/h zones adjacent to their school do have an immediate beneficial effect on vehicle speed. However, she further noted the local awareness campaigns do little to permanently change driver attitude which would ultimately lead to reducing vehicle speeds in school zones. Accordingly, the Parent Council proposes that traffic fines principally for speed infractions be doubled in school zones. This is similar to what is now done in construction zones. A companion report on this agenda discusses the advantages of greater conformity between school and playground zones. Accordingly this report also deals with both equally.

## **2.0 BACKGROUND**

We have received summaries of Speed Watch Radar Read Board data for Burnaby and the regional summaries prepared by ICBC. These are enclosed. Seasonal and local variation makes it difficult to draw specific conclusion regarding trends. However, a casual perusal will confirm that a significant minority of drivers are significantly exceeding the posted speed limits in school as well as playground zones. The problem is not unique to Burnaby.

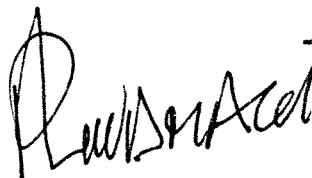
## **3.0 DISCUSSION**

The “double the fine” in work zones road safety initiative has heightened public awareness and, we believe, enhanced worker safety as well as the safety of drivers traversing the work area. There are some similarities between the situation encountered by workers in on street work zones and children at schools and playgrounds. Both groups will be vulnerable because to some extent they are “oblivious” to the nearby traffic hazard. The worker will be focussed on the task at hand while the child will incorrectly perceive the hazard. Accordingly both groups are given “added” protection through signing and reduced speed limits. Thus, it is not inappropriate to extend the benefits of the “double the fine” program to include playground and school zones. Apart from the general heightened awareness brought by a “double the fine” campaign the direct punitive effect will be beneficial in changing the habits of the least responsible drivers.

#### 4.0 CONCLUSION

The “double the fine” in playground and school zones will require support of both the Attorney General and the Minister of Transportation & Highways. Accordingly, it is recommended that if Council approves this proposal they be notified of the action. Similarly, the support of other local authorities would be valuable and subject to endorsement a draft UBCM resolution is attached.

The recommendation includes fine revenue sharing between the Provincial government and the local authority - a position that the City has supported at prior UBCM meetings. In this case returning half the doubled fine to the City would not diminish the Province’s revenue, and, if a significant portion of the fine revenue were channelled to additional enforcement the Provincial revenue would exceed that which would otherwise be realized.



P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

PL:jb  
Attach.

cc: City Manager  
RCMP-Traffic Section

**DRAFT UBCM RESOLUTION -  
“DOUBLE THE FINE” IN SCHOOL AND PLAYGROUND ZONES**

**Whereas** the Provincial Government is responsible for the *Motor Vehicle Act* and its regulations and whereas the establishment of school and playground zones, particularly with reduced speed limits is intended to provide added safety for children in the vicinity

**And whereas** measurements of speeds at schools and playgrounds confirms a significant level of non-compliance with speed limits and the anecdotal evidence suggests flagrant and hazardous disregard of crosswalks and other regulatory measures within school zones in particular.

**Therefore be it resolved** that the fines for *Motor Vehicle Act* infractions including speeding, in school and playground zones whether marked by a reduced speed limit or not be doubled, with half the revenue to be returned to the local authority for the express purpose of funding child pedestrian safety programs including additional enforcement.

DATE	TOTAL VEHICLES CHECKED	AT OR BELOW POSTED SPEED	1-10 Km/h ABOVE POSTED SPEED	11-20 Km/h ABOVE POSTED SPEED	20+ Km/h ABOVE POSTED SPEED	LOCATION (SCHOOLS)
98 September	203	84 (41%)	60 (30%)	45 (22%)	14 (7%)	Nelson (Nelson, Rumble)
	782	131 (17%)	216 (28%)	347 (44%)	88 (11%)	Glenwood (Marine)
	277	147 (53%)	85 (31%)	41 (15%)	4 (1%)	Cameron (Bartlett)
October	319	203 (63%)	82 (26%)	28 (9%)	6 (2%)	Lakeview (Mayfield, Berkley, 6th)
	425	139 (33%)	211 (50%)	69 (16%)	6 (1%)	Lakeview (Canada Way)
	581	141 (24%)	231 (40%)	133 (23%)	76 (13%)	Suncrest (Rumble)
November	611	281 (46%)	232 (38%)	82 (13%)	16 (3%)	Cascade (Smith)
	301	19 (6%)	91 (30%)	108 (36%)	83 (28%)	Gilpin (Royal Oak)
99 January	461	307 (66%)	97 (21%)	49 (11%)	8 (2%)	Nelson (Nelson)
March	1077	867 (80%)	181 (17%)	27 (3%)	2 (<1%)	Kitchener (Gilmore)
	1131	738 (65%)	300 (27%)	78 (7%)	15 (1%)	Second St. (16th)
April	335	277 (83%)	48 (14%)	6 (2%)	4 (1%)	Second St (16th)
	706	591 (84%)	92 (13%)	23 (3%)	—	Clinton (Clinton)
	338	250 (74%)	75 (22%)	13 (4%)	—	Clinton (Rumble — 50km/h)
May	499	328 (66%)	136 (27%)	32 (6%)	3 (1%)	Gilpin (Royal Oak)
October	1028	172 (17%)	380 (36%)	357 (35%)	119 (12%)	Glenwood (Marine)
November	218	161 (74%)	51 (23%)	5 (2%)	1 (<1%)	Gilpin (Royal Oak)
00 January	185	51 (28%)	56 (30%)	46 (25%)	32 (17%)	Nelson (Nelson)
February	401	325 (81%)	67 (17%)	9 (2%)	0 (0%)	Clinton (Clinton)

# Regional Speeder Totals

For the Period: Jan 1999 to Dec 2000

## Elementary School Zones

<i>Region</i>	<i>Observing Posted Speed</i>	<i>1-10 Km/h</i>	<i>11-20 Km/h</i>	<i>Exceeding 20 Km/h</i>	<i>Percent of</i>
<b>1999</b>					
Vancouver Is.	126,466	60,056	12,954	3,328	37.64%
Southern Int.	26,068	16,290	4,288	643	44.88%
Northern Int.	7,495	4,835	1,390	599	47.66%
LM/Fraser Valley	119,713	28,331	11,566	3,556	26.63%
GV/West	8,753	6,476	2,674	846	53.31%
* GV/East	18,389	9,203	2,641	1,004	41.13%
<b>Year</b>	<b>306,884</b>	<b>125,191</b>	<b>35,513</b>	<b>9,976</b>	<b>35.74%</b>
<b>2000</b>					
Vancouver Is.	14,376	7,242	1,950	454	40.15%
Southern Int.	860	201	231	12	34.05%
Northern Int.	197	99	7	0	34.98%
LM/Fraser Valley	18,437	6,855	1,882	650	33.74%
GV/West	4,020	1,773	1,138	356	44.83%
* GV/East	2,698	2,148	504	98	50.48%
<b>Year</b>	<b>40,588</b>	<b>18,318</b>	<b>5,712</b>	<b>1,570</b>	<b>38.68%</b>

## Secondary School Zones

<i>Region</i>	<i>Observing Posted Speed</i>	<i>1-10 Km/h</i>	<i>11-20 Km/h</i>	<i>Exceeding 20 Km/h</i>	<i>Percent of</i>
<b>1999</b>					
Vancouver Is.	13,686	6,781	1,528	113	38.09%
Southern Int.	8,012	3,009	653	101	31.96%
Northern Int.	463	314	148	28	51.42%
LM/Fraser Valley	2,697	1,283	436	95	40.21%
GV/West	4,847	647	20	32	12.60%
GV/East	3,129	765	145	13	22.78%
<b>Year</b>	<b>32,834</b>	<b>12,799</b>	<b>2,930</b>	<b>382</b>	<b>32.92%</b>
<b>2000</b>					
Vancouver Is.	6,113	2,018	110	15	25.96%
Northern Int.	112	19	8	0	19.42%
LM/Fraser Valley	149	95	61	24	54.71%
GV/West	363	0	460	0	55.89%
GV/East	689	251	55	6	31.17%
<b>Year</b>	<b>7,426</b>	<b>2,383</b>	<b>694</b>	<b>45</b>	<b>29.60%</b>

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## Regional Speeder Totals

For the Period: Jan 1999 to Dec 2000

### Playground Zones

<i>Region</i>	<i>Observing Posted Speed</i>	<i>1-10 Km/h</i>	<i>11-20 Km/h</i>	<i>Exceeding 20 Km/h</i>	<i>Percent of</i>
<b>1999</b>					
Vancouver Is.	15,612	4,588	1,073	236	27.42%
Southern Int.	2,532	2,423	1,122	215	59.76%
Northern Int.	1,846	1,005	443	121	45.94%
LM/Fraser Valley	17,317	8,151	4,685	2,595	47.12%
GV/West	5,001	831	329	76	19.82%
GV/East	2,326	2,687	674	203	60.51%
<b>Year</b>	<b>44,634</b>	<b>19,685</b>	<b>8,326</b>	<b>3,446</b>	<b>41.34%</b>
<b>2000</b>					
Vancouver Is.	5,820	1,289	278	24	21.47%
Southern Int.	22	12	14	3	56.86%
Northern Int.	12	6	0	0	33.33%
LM/Fraser Valley	1,174	885	466	145	56.03%
GV/West	570	313	10	13	37.09%
GV/East	560	141	3	2	20.68%
<b>Year</b>	<b>8,158</b>	<b>2,646</b>	<b>771</b>	<b>187</b>	<b>30.64%</b>

### Other Zones

<i>Region</i>	<i>Observing Posted Speed</i>	<i>1-10 Km/h</i>	<i>11-20 Km/h</i>	<i>Exceeding 20 Km/h</i>	<i>Percent of</i>
<b>1999</b>					
Vancouver Is.	196,680	95,523	12,322	1,913	35.82%
Southern Int.	59,703	27,968	6,881	1,432	37.80%
Northern Int.	14,554	6,907	1,981	286	38.66%
LM/Fraser Valley	54,515	20,115	7,470	4,310	36.91%
GV/West	81,813	84,078	49,277	12,434	64.05%
GV/East	26,963	23,881	7,742	1,986	55.49%
<b>Year</b>	<b>434,228</b>	<b>258,472</b>	<b>85,673</b>	<b>22,361</b>	<b>45.77%</b>
<b>2000</b>					
Vancouver Is.	23,166	8,075	581	71	27.36%
Southern Int.	729	565	180	45	52.01%
Northern Int.	286	404	155	21	66.97%
LM/Fraser Valley	12,369	5,617	1,306	322	36.94%
GV/West	30,134	26,246	12,782	2,741	58.09%
GV/East	3,652	2,943	791	104	51.24%
<b>Year</b>	<b>70,336</b>	<b>43,850</b>	<b>15,795</b>	<b>3,304</b>	<b>47.23%</b>

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## Yearly Speeder Comparisons

	<i>At or below posted speed %</i>		<i>1-10 Km/h above %</i>		<i>11-20 Km/h above %</i>		<i>Exceeding 20 km/h Above %</i>		<i>Vehicle Count</i>
<b>January</b>									
1998	11,687	50.98	7,995	34.88	2,680	11.69	562	2.45%	22,924
1999	39,215	61.06	18,365	28.60	4,964	7.73%	1,680	2.62%	64,224
2000	57,857	53.60	34,345	31.82	12,751	11.81	2,998	2.78%	107,951
<b>February</b>									
1998	27,709	63.54	11,954	27.41	3,093	7.09%	854	1.96%	43,610
1999	36,648	66.34	13,460	24.37	3,333	6.03%	1,799	3.26%	55,240
2000	68,651	60.31	32,852	28.86	10,221	8.98%	2,108	1.85%	113,832
<b>March</b>									
1998	22,765	57.45	12,664	31.96	3,281	8.28%	915	2.31%	39,625
1999	64,046	59.97	27,082	25.36	11,942	11.18	3,728	3.49%	106,798
<b>April</b>									
1998	40,706	58.79	22,131	31.96	5,144	7.43%	1,262	1.82%	69,243
1999	61,735	58.61	31,447	29.86	8,997	8.54%	3,144	2.99%	105,323
<b>May</b>									
1998	57,287	61.91	24,709	26.70	8,528	9.22%	2,011	2.17%	92,535
1999	62,995	57.57	33,029	30.19	11,325	10.35	2,068	1.89%	109,417
<b>June</b>									
1998	59,173	54.72	35,070	32.43	10,421	9.64%	3,473	3.21%	108,137
1999	110,721	62.88	44,429	25.23	16,386	9.31%	4,541	2.58%	176,077
<b>July</b>									
1998	43,620	43.74	43,292	43.41	10,349	10.38	2,474	2.48%	99,735
1999	82,542	58.65	38,911	27.65	14,683	10.43	4,605	3.27%	140,741
<b>August</b>									
1998	68,207	58.41	32,696	28.00	11,866	10.16	4,007	3.43%	116,776
1999	74,305	59.20	33,442	26.64	14,403	11.47	3,369	2.68%	125,519
<b>September</b>									
1998	54,844	58.58	27,102	28.95	9,311	9.95%	2,359	2.52%	93,616
1999	85,470	54.45	57,479	36.62	11,434	7.28%	2,573	1.64%	156,956
<b>October</b>									
1998	57,894	59.28	27,725	28.39	9,561	9.79%	2,484	2.54%	97,664
1999	71,733	53.30	48,418	35.98	11,715	8.71%	2,711	2.01%	134,577
<b>November</b>									
1998	32,708	51.94	22,553	35.82	6,154	9.77%	1,553	2.47%	62,968
1999	71,023	55.85	42,167	33.16	11,309	8.89%	2,676	2.10%	127,175
<b>December</b>									
1998	30,917	69.47	10,919	24.53	2,222	4.99%	449	1.01%	44,507
1999	58,147	57.41	27,918	27.56	11,951	11.80	3,271	3.23%	101,287

