



Operational Services Department

Staff Report - Standard

Crosswalk or Crossing Guard

To: CAO for Operational Services Committee, February 15, 2011

Date Prepared: February 4, 2011

Previous Reports: Report dated November 26, 2010 – Crosswalk or Crossing Guard
Report dated January 6, 2011 – Crosswalk or Crossing Guard

Related Motions: C10(402), C10(458) and C11(10)

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Summary

At the January 26, 2011 meeting of Council a motion was passed to recommend to Council, that Council authorize staff to investigate the Nova Scotia Transportation and Infrastructure Renewal standards and requirements which would have to be met for them to consider crosswalks or crossing guards on provincial roads.

Financial Impact Statement

The following would be provided by the MEH if Council were to decide to fund crossing guards as per the existing policy for the Milford School.

The Municipality of East Hants would provide the administrative, coordination, accept liability for proper operation and pay 50% of expense at its contribution to the initiative as and when requested. Crossing Guard pay ranged from minimum wage to \$11.30 per hour from the municipalities surveyed. For Example: If the Crossing Guard pay was \$11.30 per hour x 20 hours per week = \$226.00. The Municipality's share would be \$113.00 per week or \$4,520 per year +/- . It would actually be a little more when considering vacation pay, CPP and EI contributions. This policy was established in 1998.

Recommendation

No staff recommendation.

Background

It is a policy of Council to cooperate with parents, a community sponsor, the Department of Transportation, the Chignecto Central Regional School Board and the RCMP to provide a crossing guard program at school crosswalks in East Hants.

Discussion

Eleven municipalities were surveyed with respect to crossing guards. Municipality of Chester, Pictou, West Hants and the Town of Windsor do not have crossing guards. The Town of Antigonish, Village of Bible Hill, Municipality of Colchester County, Village of New Minas, Town of Trenton, Truro and Wolfville have crossing guards and pay for them themselves. Crossing guard pay ranged from minimum wage to \$11.30 per hour. There is no business sponsorship.

Before an investigation for the installation of a school crosswalk for an Elementary, Middle or Junior High School is undertaken the NSTIR must have a commitment from the School, School Board, Municipality or other responsible agency that an adult crossing guard will be in place at all times when children are to go to and from school.

TIR requires the proposed crosswalk location must have adequate stopping sight distance (SSD) measured from a driver's eye height of 1.05 m to an object height of 150 mm; considering the speed limit, reasonable approach speed and the % grade on the approach.

Crosswalks should be located at an intersection, mid block crosswalks should be avoided. If it is necessary to install a crosswalk at a mid-block location special consideration should be given to the protected devices for the crosswalk (i.e. consideration should be given for the installation of overhead RA-5 signs).

A crosswalk intended for the primary use of students walking to and from an Elementary, Middle or Junior high school must be established as a school crosswalk. School crosswalks must have a crossing guard present at all times when children would be expected to cross the road.

Crosswalk locations must have a demonstrated need. The Transportation Association of Canada has published a document entitled "Pedestrian Crossing Control Manual" which provides guidelines for determining need.

Other considerations for establishing crosswalks is the availability of pedestrian facilities (i.e. sidewalks, trails, etc.) and the provision of protective pedestrian refuge located on either side of the crosswalk. We also consider any pedestrian/vehicle collisions, their contributing factors and causes.

The other factors are traffic volume and pedestrian volume per hour. When using these statistics crossing opportunities per hour are established. When applied to the Pedestrian Crossing Control Warrant Chart, the crosswalk is not warranted.

Alternatives

None.

Conclusion

Preliminary findings indicate that the crosswalks in Milford or at most locations within East Hants along the #2 Highway are not warranted. However, Council could decide to go ahead with a NSTIR investigation with updated traffic volumes, etc. after a commitment from the School, School Board, Municipality or other responsible agency that an adult crossing guard will be in place at all times when children are to go to and from school.

Please reference the following attached documentation:

- Municipal Crossing Guards Policy and Procedures
- Reference letters dated February 4th and March 4th, 1998 between the Municipality of East Hants and Chignecto Central Regional School Board
- Letters of Agreements with Crossing Guards and the community sponsors
- November 2009 Traffic Counts
- Crosswalk Application Guidelines – Example.
- Correspondence from Rob Sweet, District Traffic Supervisor

Recommendation

No staff recommendation.