

**December 2015 update to the School Crossing Protection Criteria made the following changes**

**Cover**

Date at top changed from 1990 to 2015

Last “Amended on” date added – 2015, by Resolution # \_\_\_\_\_

**Page 1**

Added next to last paragraph on reasons for current changes.

In 2014 the Pedestrian-Bicycle-Motor Vehicle Commission requested a review of the criteria. In particular, they wanted to compare Madison’s criteria for assigning and discontinuing Adult School Crossing Guards with recommendations from the Safe Routes to School movement and from peer communities. This review found that Madison’s criteria is still one of the best in the country.

Last paragraph, added most recent amendment date – December 2015

**Page 2**

A couple of date changes in Background section.

**Page 3**

Section 4: Updated Design Stopping Distance table to be consistent with current version of the AASHTO Green Book

	1990	2015
Design Speed	Design Stopping Sight Distance	Design Stopping Sight Distance
< = 25 mph		155 feet
26 – 30 mph	200 feet	200 feet
31 – 35 mph	240 feet	250 feet
36 – 40 mph	275 feet	305 feet
41 – 45 mph	310 feet	360 feet
46 – 50 mph	350 feet	425 feet

**Page 3**

Section 5: replaced the term “accident” with “crash” several times to reflect current usage.

**Page 4**

Revised the point assignment for the number of School Children Crossing to

- assign points for numbers of students less than 20, and
- increase the number of points for each category

**1. SCHOOL CHILDREN CROSSING**

1990			2015	
Volume	Points		Volume	Points
			1 – 5	1
			6 – 9	2
			10 – 14	3
0 - 19	0		15 – 19	4
			20 – 24	5
20-29	4		25 – 29	6
30-34	8		30 – 34	10
35-39	12		35 – 39	15
40-49	16		40 – 49	20
50-74	20		50 – 74	30
75-99	24		75 & over	35
100-124	28			
125-149	32			
150 & Over	36			

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Vehicle Speeds, increase the number of points at an increasing rate to reflect the fact that severity of injuries to pedestrians involved in crashes with motor vehicle drivers increases at an increasing rate.

**3. VEHICLE SPEEDS**

1990			2015	
MPH	Points		MPH	Points
			<= 20	0
0-25	0		21 – 25	1
26-30	2		26 – 30	2
31-35	4		31 – 35	4
36-40	6		36 – 40	7
41-45	8		41 – 45	11
Over 45	10		Over 45	15

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Safety History, increased the number of points assigned for the first crash from 5 to 8

**5. SAFETY HISTORY**

	1990	2015
Crashes	Points	Points
a) School Crossing Types		
0	0	0
1	5	8
Each Additional	20	20
b) Other Types	0-5	0-5

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Other Factors, added at the end a note to include

Observations of the percent and types of trucks during times when students are using the crossing.

**Page 7**

Added first paragraph that requests for new Adult School Crossing Guards are to made by the Principal to the School Traffic Safety Committee.

Requests to study locations for new assignments of Adult School Crossing Guards shall be made by the Elementary School Principal to the School Traffic Safety Committee. Requests that come in to Traffic Engineering will be referred to the Elementary School Principal to consider forwarding to the School Traffic Safety Committee.

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Added new section on Procedure to Study the Discontinuance of an Adult School Crossing Guard Location.