

Signals No. 1

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

[Pages 844-851 in NPA Text Comparison Document]

[Approved by NCUTCD Council January 12, 2008]

The Signals Technical Committee recommended and the National Committee Council approved that the text in Chapter 4C be adopted as listed in the NPA except for the recommended changes in Section 4C.06 shown below. These recommended changes are to remove potential ambiguity on whether or not high school students are considered to be schoolchildren. The NPA text could be interpreted to either include or exclude high school students. The following text specifies that “schoolchildren” includes high school students and that the need for a traffic signal when applying this warrant shall be based on activities of schoolchildren.

Note: Changes to the NPA text are shown in yellow highlight. Text in gray highlight provides reference locations in the NPA text comparison document.

Section 4C.06 Warrant 5, School Crossing

Support:

The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. [For the purposes of this warrant, the word “schoolchildren” is defined as to include elementary to through high school students.](#)
[Page 849 – Lines 2-4]

Standard:

The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 students schoolchildren during the highest crossing hour. [Page 849 – Lines 6-11]

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft), unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Guidance:

If this warrant is met and a traffic control signal is justified by an engineering study, then:

- A. If [it is installed](#) at an intersection [or major driveway location](#), the traffic control signal should [also control the minor-street or driveway traffic, should](#) be traffic-actuated, and should include pedestrian detectors.
- B. If [it is installed](#) at a nonintersection crossing, the traffic control signal should be [installed at least 30 m \(100 ft\) from side streets or driveways that are controlled by STOP or YIELD signs, and](#) should be pedestrian-actuated. [If the traffic control signal is installed at a nonintersection crossing, at least one of the signal faces should be over the traveled way for each approach,](#) parking and other sight obstructions should be prohibited for at least 30 m (100 ft) in advance of and at least 6.1 m (20 ft) beyond the crosswalk, and the installation should include suitable standard signs and pavement markings.
- C. Furthermore, if [it is](#) installed within a signal system, the traffic control signal should be coordinated.