



CITY OF SACRAMENTO

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TRAFFIC ENGINEERING DIVISION  
1023 J STREET - SUITE 202 SACRAMENTO, CALIF. 95814

CITY MANAGER'S OFFICE  
**RECEIVED**  
AUG 27 1980

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August 27, 1980

By the City Clerk  
Office of the City Clerk  
*Cont 40*  
*9-10-80*  
SEP 2 1980

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: School Crossing Protection Program in the City of Sacramento

SUMMARY

The staff has prepared a report on the issue of Adult Crossing Guards for the City Council.

BACKGROUND INFORMATION

The City Council has asked that the staff provide a report on the background about the Adult Crossing Guard Program as the result of a request from Councilman Connelly.

The Adult Crossing Guard Program involves two different City Departments. The Police Department is responsible for the selection, hiring and supervision of the Adult Crossing Guards while the Traffic Engineering division is responsible for determining where the Crossing Guards are needed. This approach is working satisfactorily.

Prior to October of 1973, the City Council frequently acted as the arbitrator between parents and the Traffic Engineer with regard to requests for Adult Crossing Guards. On October 4, 1973, the City Council adopted a new policy which was a more liberal one. Previously, using national standards, a minimum of 200 points was required before an Adult Crossing Guard could be placed. The revised criteria reduced the number of points to 100. Subsequently, the number of requests that have been brought to the City Council had been dramatically reduced. The criteria includes the number of students crossing, the width of street, the number of gaps available, the delay to pedestrians caused by vehicular traffic, the speed limit, the geometric of the location, visibility, the number of trucks, and the influence of railroad crossings.

As a result of Proposition 13-imposed economic restrictions on the School Districts, many of the School Districts have increased busing distance from one mile to 1 1/4 miles between the school and the student's residence. As a result,

APPROVED  
BY THE CITY COUNCIL

SEP 16 1980

OFFICE OF THE  
CITY CLERK

the staff is receiving more requests for Adult Crossing Guards; however, it is still lower than we have received in the past. The installation of regular traffic signals, 4-way stops, pedestrian traffic signals and pedestrian protection and warning signs have eased the situation.

The question has been raised about the retention of Adult Crossing Guards at locations where the number of students has dropped. The Council has approved the concept that whenever the number of students at a location where an Adult Crossing Guard is provided drops below 20, the staff can remove the Adult Crossing Guard. In 1973, there were four locations where the point rating dropped below 100 points but where the number of students exceeded 20. At this time, two of these four locations, namely, Fruitridge and Helen Way and Glen Ellen Circle and 24th Street, will have Adult Crossing Guards even though they are signalized intersections.

Although the Safest Route to School Maps for each school are no longer updated, due to staff and financial constraints, the staff attempts to work closely with the School Districts to correct any problem found along streets used by students to and from school. In view of the circumstances, the results appear to be satisfactory. There are concerns from parents whose children now walk to and from school since the School Districts increased the riding distance from one mile to a mile and a quarter. The City staff is working with the Sacramento Unified School District on the District's request for evaluation of all school crossings within the City. The Superintendent's office has requested that each Principal provide a list of locations that they consider hazardous. Upon receipt of this list, the City staff will proceed to investigate the noted locations. Depending upon the results, appropriate action will be initiated immediately.

#### FINANCIAL DATA

The budgeted cost for Adult Crossing Guards for fiscal year 1980-81 is \$78,761 for 18.2 positions. The cost for the 1977-78 fiscal year was \$103,862 for 17.5 positions.

#### RECOMMENDATION

It is recommended that the existing policy on the placement of Adult Crossing Guard be retained and that this report be filed.

Respectfully submitted,

Recommendation Approved:



Walter J. Slipe  
City Manager



L. M. Frink  
Traffic Engineer

LMF:RJF/mf  
Attachment

September 3, 1980  
All Districts

## 1979-80 ADULT CROSSING GUARD LOCATIONS

1. Northgate & Potomac
2. Broadway & 1st Avenue
3. Franklin & 21st Avenue (signalized)
4. Arden & Beaumont (signalized)
5. South Land Park Drive & 47th Avenue
6. South Land Park Drive & 56th Avenue
7. L Street & 25th Street
8. V Street & 10th Street
9. 43rd Avenue & 13th Street
10. Glen Ellen & 24th Street (signalized)
11. Fruitridge & Helen (signalized)
12. 14th Avenue & 57th Street
13. Norwood & Lampasas (signalized)
14. Norwood & Bell
15. Del Paso & Palo Verde (signalized south of Palo Verde)
16. South Land Park Drive & Florin (signalized)
17. 21st Avenue & 58th Street (eastbound leg only)
18. Franklin & 38th Avenue