

CITY COUNCIL MEETING
NOVEMBER 4, 1987

ADULT CROSSING GUARD
APPROVED FOR AREA OF
WOODBRIIDGE MIDDLE
SCHOOL

CC-24(b)
CC-43
CC-45(a)
CC-48(a)

This agenda item was introduced by City Manager Peterson. The following staff report was given by Public Works Director Ronsko:

In the spring of 1987, the Lodi Unified School District (LUSD) requested the Public Works Department install a crosswalk and conduct an adult crossing guard study at Lower Sacramento Road and Eilers Lane. At the June 3, 1987 Council meeting, City Council approved the installation of three crosswalks in the area and directed staff to re-evaluate the need for an adult crossing guard in the fall of 1987.

Recently, Turner Road from Lower Sacramento Road to Mills Avenue has been widened and re-stripped for four travel lanes. A traffic signal is under construction at Lower Sacramento Road/Turner Road.

Staff performed the necessary studies for an adult crossing guard in accordance with the guidelines adopted by Caltrans. The guidelines require that at least 40 elementary school pedestrians (including student bicyclists) use the crossing while going to or from school each of any two hours daily.

An exhibit was presented which indicated the vehicle and pedestrian counts for Lower Sacramento Road/Eilers Lane and Lower Sacramento Road/Turner Road. The counts do not meet the minimums required by Caltrans.

The City of Lodi's crossing guard agreement with the LUSD states that the City has a statutory duty to reimburse the School District for costs of employing school crossing guards if the requisite criteria are met. The primary criterion is the data shall be measured against the warrants of the Traffic Manual published and adopted by Caltrans.

Since this criterion is not met, the City staff cannot recommend reimbursing the LUSD for costs of an adult crossing guard. This type of funding comes from the City's street maintenance accounts. However, the LUSD can employ an adult crossing guard at these locations with LUSD funding.

Council does not have to strictly follow the Caltrans criteria. Since the minimums are met at Lower Sacramento Road/Eilers Lane in the morning and Lower Sacramento Road/Turner Road in the afternoon, the Council may approve a guard on that basis.

During the traffic count, staff observed many bicyclists are not abiding by the traffic laws. Staff suggests the Woodbridge Middle School staff work closely with the Police Department in educating the students.

A lengthy discussion followed with questions being directed to staff.

Mr. Bob Gross, Vice Principal, Woodbridge Middle School, spoke in favor of the crossing guard.

On motion of Council Member Snider, Reid second, Council approved the placing of a crossing guard in the subject area at the City's expense.



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
FROM: City Manager
MEETING DATE: November 4, 1987
AGENDA TITLE: Review Adult Crossing Guard Study in the Vicinity of Woodbridge Middle School

RECOMMENDED ACTION: None.

BACKGROUND INFORMATION: In the spring of 1987, the Lodi Unified School District (LUSD) requested the Public Works Department install a crosswalk and conduct an adult crossing guard study at Lower Sacramento Road and Eilers Lane. At the June 3, 1987 Council meeting, City Council approved the installation of three crosswalks in the area and directed staff to re-evaluate the need for an adult crossing guard in the fall of 1987.

Recently, Turner Road from Lower Sacramento Road to Mills Avenue has been widened and restriped for four travel lanes. A traffic signal is under construction at Lower Sacramento Road/Turner Road.

Staff performed the necessary studies for an adult crossing guard in accordance with the guidelines adopted by Caltrans (Exhibit A). The guidelines require that at least 40 elementary school pedestrians (including student bicyclists) use the crossing while going to or from school each of any two hours daily.

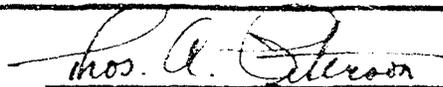
Exhibit B presents the vehicle and pedestrian counts for Lower Sacramento Road/Eilers Lane and Lower Sacramento Road/Turner Road. The counts do not meet the minimums required by Caltrans.

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APPROVED:


THOMAS A. PETERSON, City Manager

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Jack L. Ronsko
Public Works Director

JLR/PJF/ma

Attachment

cc: Street Superintendent
Police Chief
Woodbridge School, Attention: Bob Gross
San Joaquin County Public Works, Attention: Ben Marraccini
Lodi Unified School District, Attention: George Ellis

As noted in Section 10-03.4, an adequate crossing gap in approaching traffic should occur randomly at an average rate of at least once each minute during the school crossing periods.

10-07.4 Special Conditions

A School Safety Patrol shall not be assigned where inadequate stopping sight distance prevails, unless flashing yellow beacons are installed for operation during School Crossing hours.

Adult Crossing Guard 10-08

10-08.1 General

Adult Crossing Guards are a supplemental technique and not a traffic control device. They may be assigned (CVC 2815) at designated school crossings, to assist elementary school pedestrians at specified hours when going to or from school. The following suggested policy for their assignment applies only to crossings serving elementary school pedestrians on the "Suggested Route to School."

An Adult Crossing Guard should be considered when:

1. Special problems exist which make it necessary to assist elementary school pedestrians in crossing the street, such as at an unusually complicated intersection with frequent turning movements and high vehicular speeds; or
2. A change in the school crossing location is imminent but prevailing conditions require school crossing supervision for a limited time and it is infeasible to install another form of control for a temporary period.

10-08.2 Warrants for Adult Crossing Guards

Adult Crossing Guards normally are assigned where official supervision of elementary school pedestrians is desirable while they cross a public highway on the "Suggested Route to School", and at least 40 elementary school pedestrians for each of any two hours daily use the crossing while going to or from school. Adult crossing guards may be warranted under the following conditions:

1. At uncontrolled crossings where there is no al-

ternate controlled crossing within 600 feet; and

- a. In urban areas where the vehicular traffic volume exceeds 350 in each of any two daily hours during which 40 or more school pedestrians cross while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 in each of any two daily hours during which 30 or more school pedestrians cross while going to or from school. Whenever the critical approach speed exceeds 40 mph, the warrants for rural areas should be applied.
2. At stop sign controlled crossings:
 - a. Where the vehicular traffic volume on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.
 3. At traffic signal-controlled crossings:
 - a. Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school.
 - b. Where there are circumstances not normally present at a signalized intersection, such as crosswalks more than 80 feet long with no intermediate refuge, or an abnormally high proportion of large commercial vehicles.

Pedestrian Separation Structures 10-09

10-09.1 General

Pedestrian Separation Structures eliminate vehicular-pedestrian conflicts but are necessarily limited to selected locations where the safety benefits clearly balance the public investment. Separation structures are supplemental techniques for providing school pedestrian safety and are not traffic control devices.

10-09.2 Warrants

Pedestrian Separation Structures should be consid-

ered where the following conditions are fulfilled.

1. The prevailing conditions that require a school pedestrian crossing must be sufficiently permanent to justify the separation structure; and
2. The location must be on the "Suggested Route to School" at an uncontrolled intersection or midblock location along a freeway, expressway or major arterial street where the width, traffic speed and volume make it undesirable for pedestrians to cross; and

Exhibit B

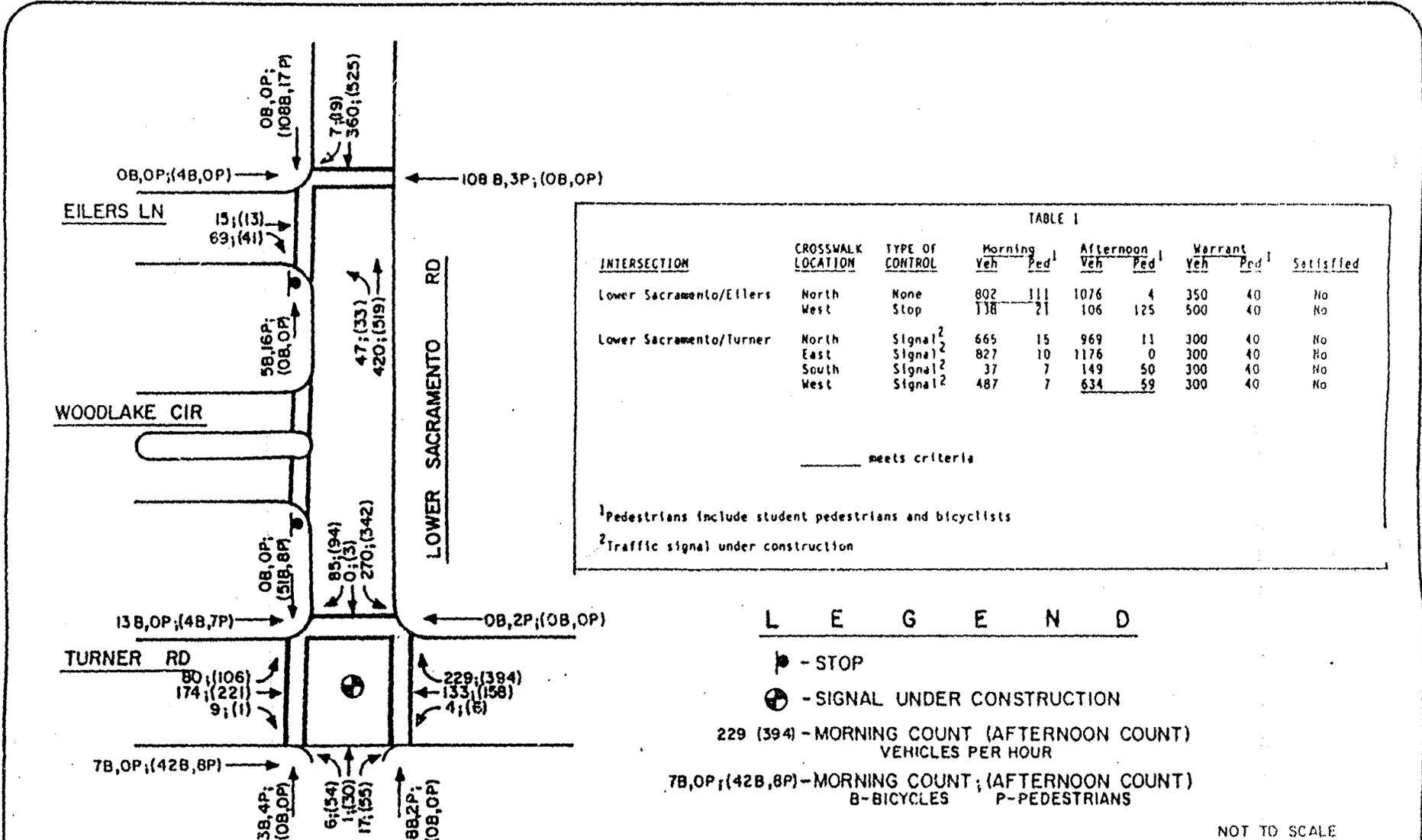


TABLE I

INTERSECTION	CROSSWALK LOCATION	TYPE OF CONTROL	Morning		Afternoon		Warrant		Satisfied
			Veh	Ped ¹	Veh	Ped ¹	Veh	Ped ¹	
Lower Sacramento/Eilers	North	None	802	111	1076	4	350	40	No
	West	Stop	138	21	106	125	500	40	No
Lower Sacramento/Turner	North	Signal ²	665	15	969	11	300	40	No
	East	Signal ²	827	10	1176	0	300	40	No
	South	Signal ²	37	7	149	50	300	40	No
	West	Signal ²	487	7	634	59	300	40	No

_____ meets criteria

¹ Pedestrians include student pedestrians and bicyclists
² Traffic signal under construction

L E G E N D

- STOP
- SIGNAL UNDER CONSTRUCTION

229 (394) - MORNING COUNT (AFTERNOON COUNT)
VEHICLES PER HOUR

7B, OP; (42B, 8P) - MORNING COUNT; (AFTERNOON COUNT)
B - BICYCLES P - PEDESTRIANS

NOT TO SCALE

By R.K.	Date 10/87	Checked 	Date 	Approved By 	Date
Public Works Director					



CITY OF LODI
PUBLIC WORKS DEPARTMENT

WOODBRIDGE MIDDLE SCHOOL
VEHICLE & STUDENT STUDY

