

School(s)	Location	Street Crossed	Date Assigned or Earliest Known Reference <sup>4</sup>	Formal Study Date	Total Hazard Rating am/pm	% Criteria Met	Students Crossing am/pm	% Criteria Met	Gap Availability am/pm	Traffic Speed 85th %ile	Sight Distance Ratio	Crash History students other	Other Factors	Notes & Comments
.						see note (2)		see note (2)						see note (3)
<b>Adult School Crossing Guard (ASCG) Studies</b>														
<b>February 10, 2010</b>														
<i>Based on studies done in accordance with procedures adopted by the Pedestrian/Bicycle/Motor Vehicle Commission and the Common Council (1)</i>														
<b>CURRENT ASCG ASSIGNMENT LOCATIONS</b>														
Allis Nuestro Mundo	4200 Buckeye	Buckeye	1964								ok			
Chavez	Keswick Dr & Maple Grove Rd	Maple Grove Rd	2001											New school opened August 2001
Crestwood	5900 Old Sauk	Old Sauk	1980	1980	41 / 37		98 / 112		51 / 69	est 25 - 30	ok	0.00	none	
Crestwood	Old Middleton, Old Sauk & Rosa	all	1964	1981	30	100%	Rosa - - 35 Old Midltn 14	233%	Rosa 86 / 92					No change recommended (studied for removal)
Elvehjem	Buckeye & Droster	Buckeye	1990	10/91	46 / 42	153%	12 / 19	126%	30 / 37	0.95	ok	1	none	1 ASCG assigned on trial basis in 1990, when only 7 students were observed xing
				5/06	29 / 29	97%	0 / 4	27%	47 / 49	est 31 - 35	ok	0	0	1 Recommend to discontinue not supported by PBMVC 7/252006
Emerson Holy Cross	Commercial, Mayer & North	Commercial North	1956	spring 85	/ 27	90%	32C 13N / 46C 20N	307%	all way stop					
Emerson Holy Cross	Johnson & North	Johnson North	1956											
Emerson Holy Cross	Johnson & Seventh	Johnson	1964											
Falk Our Redeemer St. Maria Goretti	Hammersley & Theresa	Hammersley	1974											Originally Hammersley & Theresa. Relocated to Prairie 2/87 Relocated from Prairie to Theresa 5/09
Franklin	Lakeside & Rowell / RR tracks	Lakeside	1956	spring 85	/ 31	103%	13 / 22	146%	48 / 52					
Glendale	Maher & Pflaum	Pflaum	1964											
Gompers	Comanche & Wheeler	Wheeler	1978	spring 85	/ 19	63%	21 / 39	140%	95 / 89					
Gompers	Delaware & Esch	Delaware	1967	spring 85	25 /	83%	65 / 63	433%	94 / 98					
Gompers	Esch Ln & Wyoming Way	Wyoming Way	2001	May 2001	38/29	95%	61/69	276%	52.4/79.8	est < 30	okay	none	1.00	none Assigned 6/2001
Hawthorne	Fair Oaks & Lexington	Fair Oaks	1960											Hawthorne closed after 78/79, reopened 1989
Huegel	2600 Prairie Road	Prairie	1984	7/84	40 / 40	133%	110 / 140	933%	91 / 83		2.0 +	none	na	3 began fall 84
Kennedy	Agate & Meadowlark	Meadowlark	1978	5/12,15/78	37		150 / 153		86 / 83					relocated from Acewood & Agate fall 78
Kennedy	Meadowlark & Milwaukee	Milwaukee	1977	5/77	31-39	77 - 97	50 - 100		68 / 60	est 35 - 40	ok	0.00	none	Study done before sidewalks built, 100 students lived N of Milw St at that time
Lake View	N Sherman & Tennyson	Sherman	1964											
Leopold	2600 Post Road	Post Road	1988											cost shared with Fitchburg
Lincoln	Badger & Cypress	Badger	1987	12/86	34 / 46	153%	42 / 51	340%	68 / 53	est. 30-25	ok	1	n/a	9, 10 cost shared with town of Madison
Lindbergh	Claremont & Kennedy	Kennedy	2004	5/04	32 / 44	110%	20 / 28	112%	70 / 57	est 25 - 30	ok	0	0	9 PBMVC approved July 2004
Lowell	Atwood & Fair Oaks	Atwood, Fair Oaks	1956											
Marquette	Atwood & Division	Atwood	1956	spring 85	36 /	120%	6 / 6	40%	24 / 44					
				5/06	37 / 23	123%	5 / 9	60%	25 / 52	est. 26 - 30	ok	0	1	1 Recommend to discontinue not supported by PBMVC 7/252006
Marquette	Jenifer & Thornton	Thornton	2009	05/09	40 / 34	100%	54 / 88	352%	50 / 65	est 25 / 30	ok	0	0	none Approved by PBMVC 05/2009
Mendota	400 School Rd	School Rd	2004	5/09	38	95%	22 +	88%	48%	est 30+	ok	0	1	3, 9 Approved by PBMVC 7/04, at same time as 1000 Troy Dr was discontinued
Midvale	Caromar & Clifden	Caromar	1984	spring 85	29 / 19	97%	40 / 20	267%	98 / 98	est 25	1.25 NB	0.00		6,9,10
Midvale Queen of Peace	Midvale & Mineral Point	Mineral Point	1956	spring 85	/ 28	93%	7MV 8MP / 5MV 1MP	53%	81 / 58					traffic signal



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<b>LOCATIONS WHERE ASCG ASSIGNMENTS HAVE BEEN DISCONTINUED</b>														
Doty?	Bassett & Dayton		1956											Last known record 1967. When did Doty close?
Doty?	Bedford & Dayton		1956											Last known record 1967. When did Doty close?
Doty?	Bedford & W. Washington Ave		1956											Last known record 1967. When did Doty close?
Doty?	Henry & W Washington Ave		1956											Last known record 1970
Dudgeon	Commonwealth & Monroe		1956											Last known record 1970 (when did Dudgeon close?)
Elvehjem	Buckeye & Vondron	Buckeye												Boundary change end of 79/80, students south of Buckeye now bused to Allis
Emerson Holy Cross	Milwaukee & E. Washington (Union Corners)	Milwaukee E. Washington	1956											Discontinued 6/99, school boundaries changed, students no longer cross E Washington
Franklin	Gilson & Olin	Olin	1956											discontinued 1990, students bused
Hawthorne	E. Washington & Wright	Wright St.	1960	10/91	26 / 26	87%	12 / 11	80%	95* / 90* 85 / 94**	traffic signal* 30 est**		3 RTOR * 7 LT E-N**	1,3,7	ASCG assignment approx 1960 - 1970. Underpass of E Wash built _____. Hawthorne closed 1979, reopened 1990 ASCG reassigned for crossing of Wright St only. Discontinued 1994. Reassigned 1999 due to new residential development in area. Discontinued 5/2000 few students xing * = RTOR S-W; ** = free flow right turn.
Hoyt	2900 Bluff													Hoyt closed after 1979/80 school year
Kennedy	Acewood & Agate	Acewood	1967											relocated to Agate & Meadowlark fall 78
Lake View	Packers & Tennyson	Packers	1964	10/92	41 / 41	137%	0 / 3	20%	28 / 24	40 est	ok	none	none	1 discontinued 1992 few students xing
Lapham	Blair & E Washington Ave		1956											Last known record 1972. When did Lapham School close?
Lapham	Gorham & Ingersoll	Gorham	1964											Lapham closed after 1978/79 school year
Lapham	Gorham & Paterson	Gorham	1964											Lapham closed after 1978/79 school year
Lapham	Ingersoll & Johnson	Johnson	1956											Lapham closed after 1978/79
Lapham? Lincoln?	Blount & Johnson		1956											Last known record 1972. When did Lapham close?
Longfellow	Mills & Mound		1956											Longfellow closed after 79/80 school year
Lowell	100 S Marquette (at RR tracks)	RR tracks												moved temporarily due to construction 4/81, discontinued fall 81
Lowell	Atwood & Hudson	Atwood	1956											Last known record 1974
Lowell	Marquette & RR tracks	RR tracks	1956											Discontinued 1981
Lowell Holy Cross	Marquette & Milwaukee	Milwaukee	1956	spring 85	36 /	120%	5 / 7	46%	30 / 30					Discontinued 6/99, students north of Milwaukee bused to Lowell
Lowell Holy Cross	Bryan & Milwaukee	Milwaukee	1970											discontinued students bused
Marquette	Rogers & Spaight		1956											Last known record 1974
Marquette	Rogers & Williamson	Williamson	1975											Relocated form Thornton & Williamson when signal installed at Rogers (8/75) to establish new walk route to Marquette. Discontinued at end of 77/78 school year
Marquette	Thornton & Williamson	Williamson	1956											Relocated to Rogers & Williamson when signal installed at Rogers (8/75)
Mendota	1000 Troy Drive	Troy		spring 85 (at Hovde)	12 /	40%	12 / 12	80%	67 / 69					relocated from Hovde and Troy



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<b>LOCATIONS PREVIOUSLY STUDIED AND NOT APPROVED</b>															
Elvehjem	Academy & Vondron	Academy		3/68 & fall 71										zebra xw and remove parking 100' from 68 study	
Elvehjem	Buckeye & Vondron	Buckeye		9/69 & fall 71										school xing sign and zebra xw from 69 study; ssl sign from 71 study	
Elvehjem	Ellen & Painted Post	Ellen		9/90	21 / 29	73%	25 / 41	164%	68 / 77	32 / 34	1.02 nb	none	none	none	yellow flasher for nb traffic installed 1989
Elvehjem	Meadowlark & Woodvale	Woodvale		lower in 71 than in 66										Recommend students cross at Academy due to % grade southbound on Woodvale	
Gompers	Esch & Wyoming	Wyoming		5/90 10/92	34 / 26 34 / 27	85%	125 / 76 136 / 91	544%	86 / 88 86 / 92	29 / 28 26 / 24	ok ok	none none	none none	none 9	most conflict between students and motorists involves parents
Kennedy	Acewood Blvd & Agate Ln	Acewood		10/91	4 / 12	30%	6 / 27	108%	82 / 73	35 / 34		none	none	none	has zebra xw, school xing & ssl signs
Kennedy	Merryturn & Retana	Merryturn		5/82	19 / 19	48%	48 / 38	192%	93 / 94	30-35 est	1.8 nb	none	none	none	xwalks marked N & E legs
Leopold	Leopold Way & Post Road	Post		6/94	27 / 19	68%	1 / 2	8%	36 / 47	30+ est		02/04/94	none	5.00	ASCG 1 block away xing 50 + kids am, 40 + pm 1994
Leopold	Post Road & Todd Drive	Todd (north leg)		10/93	21 /	53%	13 /	52%	50 /		all way stop	none	none	10.00	
Muir	Inner & Yellowstone	Yellowstone		11/92	21 /	53%	24 /	96%	68 /	30-35 est	ok	none	none	1, 8	all-way stop installed
Randall & Blessed Sacrament	Regent St. & Allen St.	Regent		10/91	30 / 30	75%	11 / 15	60%	traffic signal	traffic signal	traffic signal	none	4	8,9,10	High volume of ped xings all legs due to high school & bus stops. All peds able to cross on 1st green cycle after arrival at
<b>Notes</b>															
(1) <i>School Crossing Protection Criteria, August, 1990</i> (Amended July 10, 1990 by resolution # 46,920), based upon national standards of practice and local experience.															
(2) A hazard rating of 40 points and at least 25 elementary school students crossing during the peak crossing hour are required for initial ASCG assignment. If the hazard rating falls below 30 points, or if the number of students crossing falls below 15, it is recommended to discontinue the ASCG assignment.															
% criteria met has a base of 30 points for hazard rating and 15 for students for existing locations, since these are the criteria for recommending discontinuance of an existing location. The base is 40 points for hazard rating and 25 for students for potential new locations, since these are the criteria for recommending new ASCG assignments.															
(3) Other Factors include: 1) Foreign traffic route. 2) # of approaches in excess of 4. 3) Complex signal or crossing design. 4) Simple signal or crossing design. 5) Safer crossing on block out of the way. 6) Large % of grades K & 1 students (over 40%) 7) Intersection of 2 arterial streets where total weekday traffic approach volume exceeds 25,000 vehicles. 8) Children crossing multiple crosswalks at an intersection. 9) Stopped busses and/or other obstructions. 10) Volume of turning traffic not included in gap availability.															
(4) Crossing Guard Counts were done on or about 9/24/2002. Crossing guard counts are for information only. Guards are told that their counts will not be used to determine if a location will be discontinued.															