Updated June 9th, 2017
Updated January 4th, 2018

Study Date: November 1, 2016 AM
November 22, 2016 PM
April 18, 2017 AM
April 27, 2017 PM

SCHOOL CROSSING ANALYSIS
City of Madison
Department of Transportation
Traffic Engineering Division

School Kennedy Elementary

Crossing Location Milwaukee + Meadowlark

Elementary School Children Crossing Milwaukee, W Leg

			POINTS a.m.	POINTS p.m.
1) Number of elementary students crossing			3	2
a.m. peak hour (7:30 to 8:30) 13				
p.m. peak hour (3:00 to 4:00) 8				
School Schedule 8:30am-3:22pm				
2) Gap Availability			8	8
crossing distance = 18 | 27 **feet**				
minimum safe crossing time = 6 | 9 **seconds**				
% safe crossing time = 61 **% a.m.**				
68 **% p.m.** Busiest half from ped refuge island AM | PM				
3) Motor Vehicle Speed			7	7
85th percentile speed = 37 **mph a.m.**				
37 **mph p.m.**				
4) Sight Distance			0	0
available sight distance: _____ **feet** _____ **bound**				
_____ **feet** _____ **bound**				
ratio: available sight distance / design stopping distance				
_____ **feet** _____ **bound**				
_____ **feet** _____ **bound**				
5) Safety History - Previous Five Years			0	0
a) Number of reported crashes at study location involving elementary school children going to or coming from school.				
0 **reported crashes**				
b) Reported crashed not involving children going to or coming from school, but of types and/or at times that could conflict with school crossing at this location.			0	1
1 **reported crashes. Type:** Rear End **PM**				
_____ **reported crashes. Type:** _____				
_____ **reported crashes. Type:** _____				
6) Other Factors			3	3
Foreign traffic route.		0 to +5		
For each approach in excess of four.		+5		
For complex signal or crossing design.		+5 to +10		
For simple signal or crossing design.		-5 to -10		
Safer crossing one block out of the way.		-10		
Large percentage of grades K and 1 students (over 40%).		0 to +5		
An intersection of two arterial streets where total weekday traffic approach volume exceeds 25,000 vehicles.		+4		
Children crossing multiple crosswalks at an intersection.		0 to +10		
Stopped buses and/or other obstructions.		0 to +5		
Volume of turning traffic not reflected in gap availability.		0 to +5		
Observations of the percent and types of trucks during the times when students are using the crossing				
TOTAL HAZARD RATING			21	21

number	points	number	points
1 - 5	1	25 - 29	6
6 - 9	2	30 - 34	10
10 - 14	3	35 - 39	15
15 - 19	4	40 - 49	20
20 - 24	5	50 - 74	30
		75 – 99	35

% safe gap time	points	% safe gap time	points
80 +	0	45 - 49	20
70 - 79	4	40 - 44	24
60 - 69	8	30 - 39	28
55 - 59	12	20 - 29	32
50 - 54	16	0 - 20	36

mph	points	mph	points
< = 20	0	36 - 40	7
21 - 25	1	41 - 45	11
26 - 30	2	46 +	15
31 - 35	4		

design stopping distance 85th %ile speed	feet
< = 25 mph	155
26 - 30 mph	200
31 - 35 mph	250
36 - 40 mph	305
41 - 45 mph	360
46 + mph	425

ratio	points
2.1 +	0
1.5 - 2.0	1
1.0 - 1.5	5
< 1.0	15

crashes	points
0	0
1	8
each add'l	20

points
1 **reported crashes. Type:** Rear End **PM** 0 - 5
_____ **reported crashes. Type:** _____ 0 - 5
_____ **reported crashes. Type:** _____ 0 - 5

Interpretation of Hazard Rating

Using the hazard rating as a guide, the following measures are appropriate:

1. **Mark as a school crossing** when the hazard rating is greater than 20 points at a crossing used by at least 25 elementary school students during the peak crossing hour. The Traffic Engineer is authorized to mark such a crossing with appropriate warning signs and special crosswalk markings.

2. **Install flashing beacons** if any one of the following conditions is met:

a. The 85th percentile speed is in excess of 40 mph measured at existing school crossing signs which have been in place at least 30 days.

b. The street crossed is a U.S. or State Trunk Highway on which a significant percentage of "foreign " drivers can be expected.

c. The ratio of sight distance to safe stopping distance is less than 1.5.

d. The hazard rating is greater than 30 at an unguarded location where at least 25 elementary students cross and the available safe crossing gaps are less than 50 percent.

3. **Recommend the assignment of an adult school crossing guard** when the hazard rating is greater than 40 points at a crossing used by at least 25 elementary school students during the peak crossing hour.

If the school has only grades K through 2, recommend the assignment of an adult school crossing guard in the hazard rating is greater than 30 points at a crossing used by at least 15 elementary school students during the peak crossing hour.

4. **Recommend the discontinuance of adult school crossing guard protection** at a crossing where the hazard rating falls below 30 points or if the number of elementary school students crossing during the peak hour in less than 15.

At the intersection of two arterial streets where the total weekday entering traffic volume exceed 25,000 vehicles, the total number of students crossing at the intersection will be used to compare to the minimum of 15 students required to retain an adult school crossing guard.

Remarks/Recommendations

- 12' wide ped refuge islands on Milwaukee St.
- Speed study on Milwaukee St with speed gun at crosswalk. 85%tile AM: 36 mph, PM: 37 mph.
- Safe gaps above 61% during peak hours.
- Safe gaps calculated for busiest half of road from island.
- 13 out of 79 possible elementary school students who live in the area served by this crossing walked and used the crossing guard. 16%

Crossing Guard monthly counts:

KENNEDY						
MILWAUKEE / MEADOWLARK						
DATE	**AM**			**PM**		
	ELEMENTARY	**MIDDLE**	**HIGH**	**ELEMENTARY**	**MIDDLE**	**HIGH**
11/10/16	7	0	0	11	0	0
12/13/16	4	0	0	6	0	0
01/26/17	4	0	0	6	0	0
02/16/17	4	0	0	8	0	0
03/28/17	9	0	0	8	0	0
04/26/17	14	0	0	11	0	0
09/26/17	10			11		

Recommend discontinuance of Adult School Crossing Guard since this location does not meet the criteria for minimum number of elementary students and overall hazard rating.

by Gretchen M. Avilés Piñeiro **Date** May 11th, 2017

Updated June 9th, 2017
Updated January 4th, 2018

Study Date: November 22, 2016 AM
November 30, 2016 PM
April 6, 2017 AM
April 25, 2017 PM

SCHOOL CROSSING ANALYSIS
City of Madison
Department of Transportation
Traffic Engineering Division

School Emerson Elementary

Crossing Location North + E Johnson

Elementary School Children Crossing North, N Leg

					POINTS a.m.	POINTS p.m.
1) Number of elementary students crossing	**number**	**points**	**number**	**points**	1	2
	1 - 5	1	25 - 29	6		
a.m. peak hour (7:00 to 8:00) 5	6 - 9	2	30 - 34	10		
	10 - 14	3	35 - 39	15		
p.m. peak hour (2:30 to 3:30) 7	15 - 19	4	40 - 49	20		
School Schedule 7:45am-2:37pm	20 - 24	5	50 - 74	30		
			75 – 99	35		
2) Gap Availability					12	24
	% safe gap time	**points**	**% safe gap time**	**points**		
crossing distance = 42 **feet**	80 +	0	45 - 49	20		
	70 - 79	4	40 - 44	24		
minimum safe crossing time = 14 **seconds**	60 - 69	8	30 - 39	28		
	55 - 59	12	20 - 29	32		
	50 - 54	16	0 - 20	36		
% safe crossing time = 57 **% a.m.**	• Signalized intersection. • Safe gap calculated during Walk Phase.					
43 **% p.m.**						
3) Motor Vehicle Speed	**mph**	**points**	**mph**	**points**	4	4
	< = 20	0	36 - 40	7		
85th percentile speed = 31 **mph a.m.**	21 - 25	1	41 - 45	11		
	26 - 30	2	46 +	15		
32 **mph p.m.**	31 - 35	4				
4) Sight Distance					0	0
	design stopping distance					
	85th %ile speed	**feet**				
available sight distance: _____ **feet** _____ **bound**	< = 25 mph	155				
	26 - 30 mph	200				
_____ **feet** _____ **bound**	31 - 35 mph	250				
	36 - 40 mph	305				
	41 - 45 mph	360				
	46 + mph	425				
ratio: available sight distance / design stopping distance						
	ratio	**points**				
_____ **feet** _____ **bound**	2.1 +	0				
	1.5 - 2.0	1				
_____ **feet** _____ **bound**	1.0 - 1.5	5				
	< 1.0	15				
5) Safety History - Previous Five Years					0	0
a) Number of reported crashes at study location involving elementary school children going to or coming from school.	**crashes**	**points**				
	0	0				
	1	8				
0 **reported crashes**	each add'l	20				
b) Reported crashed not involving children going to or coming from school, but of types and/or at times that could conflict with school crossing at this location.					1	2
		points				
1 **reported crashes. Type:** Rear End PM		0 - 5				
1 **reported crashes. Type:** Single Vehicle PM		0 - 5				
1 **reported crashes. Type:** Angle PM		0 - 5				
6) Other Factors		points			2	2
Foreign traffic route.		0 to +5				
For each approach in excess of four.		+5				
For complex signal or crossing design.		+5 to +10				
For simple signal or crossing design.		-5 to -10				
Safer crossing one block out of the way.		-10				
Large percentage of grades K and 1 students (over 40%).		0 to +5				
An intersection of two arterial streets where total weekday traffic approach volume exceeds 25,000 vehicles.		+4				
Children crossing multiple crosswalks at an intersection.		0 to +10				
Stopped buses and/or other obstructions.		0 to +5				
Volume of turning traffic not reflected in gap availability.		0 to +5				
Observations of the percent and types of trucks during the times when students are using the crossing						
TOTAL HAZARD RATING					20	34

Interpretation of Hazard Rating

Using the hazard rating as a guide, the following measures are appropriate:

1. **Mark as a school crossing** when the hazard rating is greater than 20 points at a crossing used by at least 25 elementary school students during the peak crossing hour. The Traffic Engineer is authorized to mark such a crossing with appropriate warning signs and special crosswalk markings.

2. **Install flashing beacons** if any one of the following conditions is met:

a. The 85th percentile speed is in excess of 40 mph measured at existing school crossing signs which have been in place at least 30 days.

b. The street crossed is a U.S. or State Trunk Highway on which a significant percentage of "foreign " drivers can be expected.

c. The ratio of sight distance to safe stopping distance is less than 1.5.

d. The hazard rating is greater than 30 at an unguarded location where at least 25 elementary students cross and the available safe crossing gaps are less than 50 percent.

3. **Recommend the assignment of an adult school crossing guard** when the hazard rating is greater than 40 points at a crossing used by at least 25 elementary school students during the peak crossing hour.

If the school has only grades K through 2, recommend the assignment of an adult school crossing guard in the hazard rating is greater than 30 points at a crossing used by at least 15 elementary school students during the peak crossing hour.

4. **Recommend the discontinuance of adult school crossing guard protection** at a crossing where the hazard rating falls below 30 points or if the number of elementary school students crossing during the peak hour in less than 15.

At the intersection of two arterial streets where the total weekday entering traffic volume exceed 25,000 vehicles, the total number of students crossing at the intersection will be used to compare to the minimum of 15 students required to retain an adult school crossing guard.

Remarks/Recommendations

- Safe gaps above 43% during peak hours.
- Signalized intersection.
- Safe gaps calculated during E Johnson Green Time/North St Walk phase.
- 7 out of 31 possible elementary school students who live in the area served by this crossing walked and used the crossing guard. 23%

Crossing Guard monthly counts:

EMERSON						
NORTH / E. JOHNSON						
DATE	**AM**			**PM**		
	ELEMENTARY	**MIDDLE**	**HIGH**	**ELEMENTARY**	**MIDDLE**	**HIGH**
11/10/16	4	0	3	7	1	0
12/13/16	1	0	1	5	2	0
01/26/17	Crossing Guard off - no count done					
02/16/17	3	2	2	8	4	0
03/28/17	2	0	0	4	2	2
04/26/17	5	1	2	8	1	1
09/26/17	16			8		

Recommend discontinuance of Adult School Crossing Guard since this location does not meet the criteria for minimum number of elementary students.

by Gretchen M. Avilés Piñeiro **Date** May 11th, 2017

Updated June 9th, 2017
Updated January 4th, 2018

Study Date: November 30, 2016 AM
November 29, 2016 PM
April 19, 2017 AM
April 26, 2017 PM

SCHOOL CROSSING ANALYSIS
City of Madison
Department of Transportation
Traffic Engineering Division

School Emerson Elementary

Crossing Location Commercial + North

Elementary School Children Crossing Commercial, W Leg

					POINTS a.m.	POINTS p.m.
1) Number of elementary students crossing	**number**	**points**	**number**	**points**	2	1
	1 - 5	1	25 - 29	6		
a.m. peak hour (7:00 to 8:00) 6	6 - 9	2	30 - 34	10		
	10 - 14	3	35 - 39	15		
p.m. peak hour (2:30 to 3:30) 5	15 - 19	4	40 - 49	20		
School Schedule 7:45am-2:37pm	20 - 24	5	50 - 74	30		
			75 – 99	35		
2) Gap Availability					0	0
crossing distance = 18 **feet**	**% safe gap time**	**points**	**% safe gap time**	**points**		
	80 +	0	45 - 49	20		
	70 - 79	4	40 - 44	24		
minimum safe crossing time = 6 **seconds**	60 - 69	8	30 - 39	28		
	55 - 59	12	20 - 29	32		
	50 - 54	16	0 - 20	36		
% safe crossing time = 85 **% a.m.**						
Busiest half from ped refuge island						
85 **% p.m.**						
3) Motor Vehicle Speed	**mph**	**points**	**mph**	**points**	1	1
	< = 20	0	36 - 40	7		
85th percentile speed = 23 **mph a.m.**	21 - 25	1	41 - 45	11		
All way stop speed @ crosswalk 0mph	26 - 30	2	46 +	15		
23 **mph p.m.**	31 - 35	4				
4) Sight Distance					0	0
	design stopping distance					
	85th %ile speed	**feet**				
available sight distance: _____ **feet** _____ **bound**	< = 25 mph	155				
	26 - 30 mph	200				
_____ **feet** _____ **bound**	31 - 35 mph	250				
	36 - 40 mph	305				
	41 - 45 mph	360				
	46 + mph	425				
ratio: available sight distance / design stopping distance						
	ratio	**points**				
_____ **feet** _____ **bound**	2.1 +	0				
	1.5 - 2.0	1				
_____ **feet** _____ **bound**	1.0 - 1.5	5				
	< 1.0	15				
5) Safety History - Previous Five Years					0	0
a) Number of reported crashes at study location involving elementary school children going to or coming from school.	**crashes**	**points**				
	0	0				
	1	8				
0 **reported crashes**	each add'l	20				
b) Reported crashed not involving children going to or coming from school, but of types and/or at times that could conflict with school crossing at this location.					6	0
		points				
1 **reported crashes. Type:** Left Turn Ped **AM**		0 - 5				
1 **reported crashes. Type:** Angle		0 - 5				
_____ **reported crashes. Type:** _____		0 - 5				
6) Other Factors		points			1	1
Foreign traffic route.		0 to +5				
For each approach in excess of four.		+5				
For complex signal or crossing design.		+5 to +10				
For simple signal or crossing design.		-5 to -10				
Safer crossing one block out of the way.		-10				
Large percentage of grades K and 1 students (over 40%).		0 to +5				
An intersection of two arterial streets where total weekday traffic approach volume exceeds 25,000 vehicles.		+4				
Children crossing multiple crosswalks at an intersection.		0 to +10				
Stopped buses and/or other obstructions.		0 to +5				
Volume of turning traffic not reflected in gap availability.		0 to +5				
Observations of the percent and types of trucks during the times when students are using the crossing						
TOTAL HAZARD RATING					10	3

Interpretation of Hazard Rating

Using the hazard rating as a guide, the following measures are appropriate:

1. **Mark as a school crossing** when the hazard rating is greater than 20 points at a crossing used by at least 25 elementary school students during the peak crossing hour. The Traffic Engineer is authorized to mark such a crossing with appropriate warning signs and special crosswalk markings.

2. **Install flashing beacons** if any one of the following conditions is met:

a. The 85th percentile speed is in excess of 40 mph measured at existing school crossing signs which have been in place at least 30 days.

b. The street crossed is a U.S. or State Trunk Highway on which a significant percentage of "foreign " drivers can be expected.

c. The ratio of sight distance to safe stopping distance is less than 1.5.

d. The hazard rating is greater than 30 at an unguarded location where at least 25 elementary students cross and the available safe crossing gaps are less than 50 percent.

3. **Recommend the assignment of an adult school crossing guard** when the hazard rating is greater than 40 points at a crossing used by at least 25 elementary school students during the peak crossing hour.

If the school has only grades K through 2, recommend the assignment of an adult school crossing guard in the hazard rating is greater than 30 points at a crossing used by at least 15 elementary school students during the peak crossing hour.

4. **Recommend the discontinuance of adult school crossing guard protection** at a crossing where the hazard rating falls below 30 points or if the number of elementary school students crossing during the peak hour in less than 15.

At the intersection of two arterial streets where the total weekday entering traffic volume exceed 25,000 vehicles, the total number of students crossing at the intersection will be used to compare to the minimum of 15 students required to retain an adult school crossing guard.

Remarks/Recommendations

- All way stop with ped refuge islands on Commercial Ave.
- 85% safe gaps during peak hours.
- Safe gaps calculated for busiest half of road from island.
- 6 out of 59 possible elementary school students who live in the area served by this crossing walked and used the crossing guard. 10.2%

Crossing Guard monthly counts:

EMERSON						
NORTH / COMMERCIAL						
DATE	**AM**			**PM**		
	ELEMENTARY	**MIDDLE**	**HIGH**	**ELEMENTARY**	**MIDDLE**	**HIGH**
11/10/16	0	5	3	6	5	0
12/13/16	1	3	0	8	5	0
01/26/17	2	4	0	6	6	0
02/16/17	3	3	1	8	8	1
03/28/17	6	4	0	5	6	0
04/26/17	10	6	0	6	7	0
09/26/17	17			13		

Recommend discontinuance of Adult School Crossing Guard since this location does not meet the criteria for minimum number of elementary students and overall hazard rating.

by Gretchen M. Avilés Piñeiro **Date** May 11th, 2017

Updated June 9th, 2017
Updated January 4th, 2018

Study Date: November 1, 2016 AM
November 16, 2016 PM
April 26, 2017 AM
April 18, 2017 PM

SCHOOL CROSSING ANALYSIS
City of Madison
Department of Transportation
Traffic Engineering Division

School Midvale – Hamilton – Van Hise - QP

Crossing Location Midvale + Mineral Point

Elementary School Children Crossing Midvale, N Leg

					POINTS a.m.	POINTS p.m.
1) Number of elementary students crossing					1	0
a.m. peak hour (7:00 to 8:15) 1	**number**	**points**	**number**	**points**		
	1 - 5	1	25 - 29	6		
p.m. peak hour (2:40 to 3:55) 0	6 - 9	2	30 - 34	10		
	10 - 14	3	35 - 39	15		
School Schedule 8:30am-3:22pm	15 - 19	4	40 - 49	20		
	20 - 24	5	50 - 74	30		
			75 – 99	35		
2) Gap Availability					24	16
crossing distance = 50 **feet**	**% safe gap time**	**points**	**% safe gap time**	**points**		
	80 +	0	45 - 49	20		
	70 - 79	4	40 - 44	24		
minimum safe crossing time = 17 **seconds**	60 - 69	8	30 - 39	28		
	55 - 59	12	20 - 29	32		
	50 - 54	16	0 - 20	36		
% safe crossing time = 44 **% a.m.**	• Signalized intersection.					
52 **% p.m.**	• Safe gap during Walk and distance half of roadway.					
3) Motor Vehicle Speed	**mph**	**points**	**mph**	**points**	4	4
	< = 20	0	36 - 40	7		
85th percentile speed = 34 **mph a.m.**	21 - 25	1	41 - 45	11		
	26 - 30	2	46 +	15		
33 **mph p.m.**	31 - 35	4				
4) Sight Distance					0	0
	design stopping distance					
available sight distance: _____ **feet** _____ **bound**	**85th %ile speed**	**feet**				
	< = 25 mph	155				
_____ **feet** _____ **bound**	26 - 30 mph	200				
	31 - 35 mph	250				
	36 - 40 mph	305				
	41 - 45 mph	360				
	46 + mph	425				
ratio: available sight distance / design stopping distance						
	ratio	**points**				
_____ **feet** _____ **bound**	2.1 +	0				
	1.5 - 2.0	1				
_____ **feet** _____ **bound**	1.0 - 1.5	5				
	< 1.0	15				
5) Safety History - Previous Five Years					0	0
a) Number of reported crashes at study location involving elementary school children going to or coming from school.	**crashes**	**points**				
	0	0				
	1	8				
0 **reported crashes**	each add'l	20				
b) Reported crashed not involving children going to or coming from school, but of types and/or at times that could conflict with school crossing at this location.					4	5
		points				
4 **reported crashes. Type:** Rear End 3AM 1PM		0 - 5				
4 **reported crashes. Type:** Left Turn 1AM 3PM		0 - 5				
1 **reported crashes. Type:** Angle 1PM		0 - 5				
6) Other Factors		points				
Foreign traffic route.		0 to +5			5	5
For each approach in excess of four.		+5				
For complex signal or crossing design.		+5 to +10				
For simple signal or crossing design.		-5 to -10				
Safer crossing one block out of the way.		-10				
Large percentage of grades K and 1 students (over 40%).		0 to +5				
An intersection of two arterial streets where total weekday traffic approach volume exceeds 25,000 vehicles.		+4			4	4
Children crossing multiple crosswalks at an intersection.		0 to +10				
Stopped buses and/or other obstructions.		0 to +5				
Volume of turning traffic not reflected in gap availability.		0 to +5				
Observations of the percent and types of trucks during the times when students are using the crossing						
TOTAL HAZARD RATING					42	34

Interpretation of Hazard Rating

Using the hazard rating as a guide, the following measures are appropriate:

1. **Mark as a school crossing** when the hazard rating is greater than 20 points at a crossing used by at least 25 elementary school students during the peak crossing hour. The Traffic Engineer is authorized to mark such a crossing with appropriate warning signs and special crosswalk markings.

2. **Install flashing beacons** if any one of the following conditions is met:

a. The 85th percentile speed is in excess of 40 mph measured at existing school crossing signs which have been in place at least 30 days.

b. The street crossed is a U.S. or State Trunk Highway on which a significant percentage of "foreign " drivers can be expected.

c. The ratio of sight distance to safe stopping distance is less than 1.5.

d. The hazard rating is greater than 30 at an unguarded location where at least 25 elementary students cross and the available safe crossing gaps are less than 50 percent.

3. **Recommend the assignment of an adult school crossing guard** when the hazard rating is greater than 40 points at a crossing used by at least 25 elementary school students during the peak crossing hour.

If the school has only grades K through 2, recommend the assignment of an adult school crossing guard in the hazard rating is greater than 30 points at a crossing used by at least 15 elementary school students during the peak crossing hour.

4. **Recommend the discontinuance of adult school crossing guard protection** at a crossing where the hazard rating falls below 30 points or if the number of elementary school students crossing during the peak hour in less than 15.

At the intersection of two arterial streets where the total weekday entering traffic volume exceed 25,000 vehicles, the total number of students crossing at the intersection will be used to compare to the minimum of 15 students required to retain an adult school crossing guard.

Remarks/Recommendations

- Refuge islands on S Midvale Blvd.
- Speed study on S Midvale Blvd with speed gun at crosswalk during pedestrian crossing phase. 85%tile AM: 22 mph, PM: 21 mph.
- Speed study on Mineral Point with hoses. 85%tile AM: 37 mph, PM: 36 mph
- Safe gaps above 44% during peak hours.
- Signalized and 'No Right Turns on Red' intersection.
- Safe gaps calculated during Mineral Point Rd Green Time/Midvale Walk phase. Distance used is half of roadway per criteria.
- High amount of crashes in this intersection during school crossing hours.
- No elementary school students but 22 out of 32 possible middle school students who live in the area served by this crossing walked and used the crossing guard. 69%

Crossing Guard monthly counts:

MIDVALE/QP/VHE						
MINERAL PT / MIDVALE						
DATE	**AM**			**PM**		
	ELEMENTARY	**MIDDLE**	**HIGH**	**ELEMENTARY**	**MIDDLE**	**HIGH**
11/10/16	0	16	2	0	15	1
12/13/16	0	8	2	0	13	0
01/26/17	0	5	3	0	11	1
02/16/17	0	8	3	0	11	0
03/28/17	0	11	5	0	16	5
04/26/17	0	8	4	0	17	2
09/26/17	12			18		

Recommend discontinuance of Adult School Crossing Guard since this location does not meet the criteria for minimum number of elementary students.

by Gretchen M. Avilés Piñeiro **Date** May 11th, 2017

Updated June 9th, 2017
Updated January 4th, 2018

Study Date: November 10, 2016 AM
December 1, 2016 PM
April 5, 2017 AM
April 19, 2017 PM

SCHOOL CROSSING ANALYSIS
City of Madison
Department of Transportation
Traffic Engineering Division

School Thoreau Elementary – Wingra School

Crossing Location Glenway + Monroe

Elementary School Children Crossing Glenway, N Leg

					POINTS a.m.	POINTS p.m.
1) Number of elementary students crossing	**number**	**points**	**number**	**points**	1	2
	1 - 5	**1**	**25 - 29**	**6**		
a.m. peak hour (7:30 to 8:30) 3	**6 - 9**	**2**	**30 - 34**	**10**		
	10 - 14	**3**	**35 - 39**	**15**		
p.m. peak hour (3:00 to 4:00) 6	**15 - 19**	**4**	**40 - 49**	**20**		
School Schedule 8:30am-3:22pm	**20 - 24**	**5**	**50 - 74**	**30**		
			75 – 99	**35**		
2) Gap Availability					8	8
	% safe		**% safe**			
crossing distance = 46 **feet**	**gap time**	**points**	**gap time**	**points**		
	80 +	**0**	**45 - 49**	**20**		
	70 - 79	**4**	**40 - 44**	**24**		
minimum safe crossing time = 16 **seconds**	**60 - 69**	**8**	**30 - 39**	**28**		
	55 - 59	**12**	**20 - 29**	**32**		
	50 - 54	**16**	**0 - 20**	**36**		
% safe crossing time = 61 **% a.m.**						
69 **% p.m.**	• Signalized intersection. • Safe gap calculated during Glenway Walk Phase.					
3) Motor Vehicle Speed	**mph**	**points**	**mph**	**points**	0	0
	< = 20	**0**	**36 - 40**	**7**		
85th percentile speed = 19 **mph a.m.**	**21 - 25**	**1**	**41 - 45**	**11**		
	26 - 30	**2**	**46 +**	**15**		
17 **mph p.m.**	**31 - 35**	**4**				
4) Sight Distance :					0	0
	design stopping distance					
	85th %ile speed	**feet**				
available sight distance: _____ **feet** _____ **bound**	**< = 25 mph**	**155**				
	26 - 30 mph	**200**				
_____ **feet** _____ **bound**	**31 - 35 mph**	**250**				
	36 - 40 mph	**305**				
	41 - 45 mph	**360**				
	46 + mph	**425**				
ratio: available sight distance / design stopping distance						
	ratio	**points**				
_____ **feet** _____ **bound**	**2.1 +**	**0**				
	1.5 - 2.0	**1**				
_____ **feet** _____ **bound**	**1.0 - 1.5**	**5**				
	< 1.0	**15**				
5) Safety History - Previous Five Years					0	0
a) Number of reported crashes at study location involving elementary school children going to or coming from school.	**crashes**	**points**				
	0	**0**				
	1	**8**				
0 **reported crashes**	**each add'l**	**20**				
b) Reported crashed not involving children going to or coming from school, but of types and/or at times that could conflict with school crossing at this location.					1	2
		points				
1 **reported crashes. Type:** Sideswipe AM		**0 - 5**				
1 **reported crashes. Type:** Left Turn PM		**0 - 5**				
1 **reported crashes. Type:** Sideswipe PM		**0 - 5**				
6) Other Factors		points			5	5
Foreign traffic route.		0 to +5				
For each approach in excess of four.		+5				
For complex signal or crossing design.		+5 to +10				
For simple signal or crossing design.		-5 to -10				
Safer crossing one block out of the way.		-10				
Large percentage of grades K and 1 students (over 40%).		0 to +5				
An intersection of two arterial streets where total weekday traffic approach volume exceeds 25,000 vehicles.		+4				
Children crossing multiple crosswalks at an intersection.		0 to +10				
Stopped buses and/or other obstructions.		0 to +5				
Volume of turning traffic not reflected in gap availability.		0 to +5				
Observations of the percent and types of trucks during the times when students are using the crossing						
TOTAL HAZARD RATING					15	17

Interpretation of Hazard Rating

Using the hazard rating as a guide, the following measures are appropriate:

1. **Mark as a school crossing** when the hazard rating is greater than 20 points at a crossing used by at least 25 elementary school students during the peak crossing hour. The Traffic Engineer is authorized to mark such a crossing with appropriate warning signs and special crosswalk markings.

2. **Install flashing beacons** if any one of the following conditions is met:

a. The 85th percentile speed is in excess of 40 mph measured at existing school crossing signs which have been in place at least 30 days.

b. The street crossed is a U.S. or State Trunk Highway on which a significant percentage of "foreign " drivers can be expected.

c. The ratio of sight distance to safe stopping distance is less than 1.5.

d. The hazard rating is greater than 30 at an unguarded location where at least 25 elementary students cross and the available safe crossing gaps are less than 50 percent.

3. **Recommend the assignment of an adult school crossing guard** when the hazard rating is greater than 40 points at a crossing used by at least 25 elementary school students during the peak crossing hour.

If the school has only grades K through 2, recommend the assignment of an adult school crossing guard in the hazard rating is greater than 30 points at a crossing used by at least 15 elementary school students during the peak crossing hour.

4. **Recommend the discontinuance of adult school crossing guard protection** at a crossing where the hazard rating falls below 30 points or if the number of elementary school students crossing during the peak hour in less than 15.

At the intersection of two arterial streets where the total weekday entering traffic volume exceed 25,000 vehicles, the total number of students crossing at the intersection will be used to compare to the minimum of 15 students required to retain an adult school crossing guard.

Remarks/Recommendations

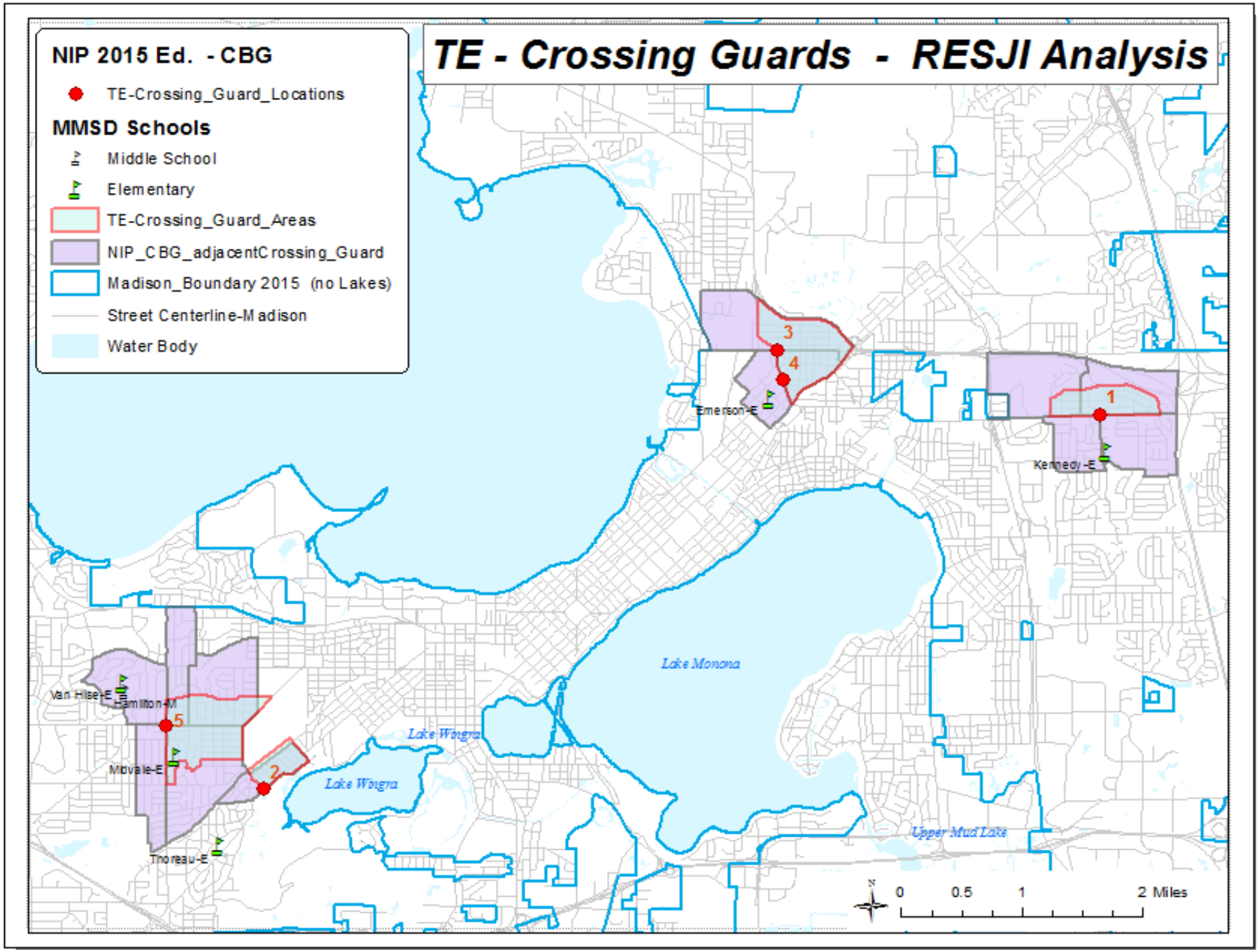
- Signalized intersection.
- Safe gaps above 61% during peak hours.
- Safe gaps calculated during Monroe St Green Time/Glenway St Walk phase.
- 6 out of 21 possible elementary school students who live in the area served by this crossing walked and used the crossing guard. 29%

Crossing Guard monthly counts:

THOREAU/WINGRA						
MONROE / GLENWAY						
DATE	**AM**			**PM**		
	ELEMENTARY	**MIDDLE**	**HIGH**	**ELEMENTARY**	**MIDDLE**	**HIGH**
11/10/16	5	0	0	10	3	0
12/13/16	3	0	0	3	0	0
01/26/17	2	1	0	3	2	0
02/16/17	3	2	2	6	4	0
03/28/17	3	1	1	10	5	0
04/26/17	6	2	0	7	8	0
09/26/17	10			5		

Recommend discontinuance of Adult School Crossing Guard since this location does not meet the criteria for minimum number of elementary students and overall hazard rating.

by Gretchen M. Avilés Piñeiro **Date** May 11th, 2017


TE - Crossing Guards - RESJI Analysis
NIP 2015 Ed. - CBG
TE-Crossing_Guard_Locations
MMSD Schools
Middle School
Elementary
TE-Crossing_Guard_Areas
NIP_CBG_adjacentCrossing_Guard
Madison_Boundary 2015 (no Lakes)
Street Centerline-Madison
Water Body
Emerson-E
Kennedy-E
Van Hise-E
Hamilton-M
Midvale-E
Thoreau-E
Lake Monona
Lake Wingra
Lake Wingra
Upper Mud Lake
1
2
3
4
5
N
0
0.5
1
2 Miles

Racial Equity and Social Justice Initiative

RESJI Tool: Fast-Track Version

INSTRUCTIONS

This abbreviated version of the full RESJ Tool is intended for issues on a short timeline or without a widespread impact.

Examples: *- single piece of legislation already drafted and introduced.*
- creation of a single position description and job posting for an open position
- development of a single budget item proposal

For broader policies and legislation in its beginning phase, please use the full version of the RESJ Toolkit.

This tool should be completed by people with different racial and socioeconomic perspectives. When possible, involve those directly impacted by the issue. Include and document multiple voices in this process. The order of questions may be re-arranged to suit your situation.

Mission of the Racial Equity and Social Justice (RESJ) Initiative: To establish racial equity and social justice as core principles in all decisions, policies and functions of the City of Madison.

Equity is just and fair inclusion into a society in which all, including all racial and ethnic groups, can participate, prosper, and reach their full potential. Equity gives all people a just and fair shot in life despite historic patterns of racial and economic exclusion (www.policylink.org).

The persistence of deep racial and social inequities and divisions across society is evidence of bias at the individual, institutional and structural levels. These types of bias often work to the benefit of White people and to the detriment of people of color, usually unintentionally or inadvertently.

Purpose of this Tool: To facilitate conscious consideration of equity and examine how communities of color and low-income populations will be affected by a proposed action/decision of the City.

The *"What, Who, Why, and How"* questions of this tool are designed to lead to strategies to prevent or mitigate adverse impacts and unintended consequences on marginalized populations.

BEGIN ANALYSIS

Name of topic or issue being analyzed:

The City of Madison is going through an annual review of crossing guard assignments. Some existing crossing guard assignments that meet criteria for discontinunce have been identified. Recommendations were presented to the Pedestrian-Bicycle Motor Vehicle Commission at their May 2017 meeting. PBMVC referred the recommedations and requested that staff review the recommendations using the RESJI Fast Tack Tool.

Main contact name(s) and contact information for this analysis:

Gretchen Aviles-Pineiro, Traffic Engineering
David Dryer, City Traffic Engineer
Lt. Trevor Knight, Police Department

Names and affiliations of others participating in the analysis:

Toriana Pettaway, Equity Coordinator, Department of Civil Rights
Yang Tao, Traffic Engineering
Arthur Ross, Pedestrian & Bicycle Coordinator, Traffic Engineering
Patti Knoche, Crossing Guard Supervisor, Police Department
Virginia Kravik, Crossing Guard Supervisor, Police Department
Lt. David Jugovich, Police Department

1. WHAT

a. What does the policy, plan or proposal seek to accomplish?

Review the recommendations for Adult School Crossing Guard assignment discontinuance through a Racial Equity Social Justice lens.

The city has had an Adult School Crossing Guard program since around 1950 (A newspaper article from 1960 indicated that was the 10th year of the program). The first reference to criteria for assigning Adult School Crossing Guards dates to the early 1960's. In July of 1962 a resolution was introduced to the Common Council "Providing for the necessity of crossing guards and necessary protections at crossing locations." This resolution included a method for determining the level of protection required at school crossing locations. It does not appear, however, that this was adopted by the Council at that time. The resolution indicates that it was placed on file in November 1962.

In 1970 there was request from the Board of Education that crossing guards be placed under the control of the Board of Education and the Police Department. A resolution to transfer control of the location of school crossing guards to the Board of Education was adopted by the Common Council on May 14, 1970. This resolution amended MGO 5.01(4) to read "Crossing guards and school crossing guards, the location of which shall be determined by the Board of Education, after study and recommendation of the Department of Transportation and Police Department, shall be appointed by the Chief of Police . . . ' By "control" the Board of Education appeared to only have taken on the final approval process from the Common Council. Transportation was still doing the studies and Police was still hiring and supervising the crossing guards.

The Madison Schools reorganized its grade level structure in the fall of 1972

	From	To
Elementary	K – 6	K – 5
Middle	7 – 9	6 – 8
High	10 – 12	9 – 12

In a letter from the Madison Public Schools to the City Traffic Department, the Schools indicated that "Since the K-5 structure is considered to be the elementary program, crossing guards will be assigned to traffic hazard areas for the protection of children in these grades. Children of the 6 – 8 middle school will not be considered in this count." The criteria for evaluating school crossing guard locations was amended in 1972 to reflect this change.

In fall of 1975 a resolution was adopted requesting a restudy of the criteria for determining the necessity for crossing guards which was done originally in 1962. "It is particularly important that the criteria be properly validated as to their real ability to predict safety conditions at a crossing." Revised criteria were adopted by the Common Council on 8/31/1976 with a couple of proposed amendments still pending. One of these amendments was adopted by the Council on 9/14/1976. A clarification of an existing part of the criteria was adopted by the Council on 9/28/1976

In February 1977 control of school crossing guards was transferred from the Board of Education back to the City. It was at this time that the Transportation Commission was given the responsibility for making the determinations after study and recommendation from the Traffic Engineer. The Transportation Commission was also given the responsibility to adopt guidelines to be used in determining the need for crossing guards.

In February 1980 an Alder introduced further amendments to the ASCG criteria, stating in the preamble "The city's school crossing protection criteria were adopted as policy on August 31, 1976, . . . , and later amended . . . September 14, 1976, and . . . September 28, 1976. Three and a half years later it is apparent that they need amending again in several respects. Common practice in that time has been for the Transportation Commission, strictly observing the criteria, to adopt each spring a list of changes in school crossings, subtracting several and adding a few; but when the recommended changes come before the Council, they are drastically amended. This happens, in the opinion of the sponsors, "because the criteria do not reflect the reality of the situation. Time after time, neighborhood groups and alderpersons identify factors that ought to weigh in the decision whether or not to provide school crossing protection but that are not identified in the criteria. This resolution seeks to remedy the deficiency and to

create a more workable set of protection criteria. "

Amended criteria were adopted by the Council June 30, 1981, July1990, and January 2016.

The January 2016 revision stemmed from many of the same concerns as expressed by the Alder in 1980. The Pedestrian-Bicycle-Motor Vehicle Commission (succesor to the Transportation Commission mentioned in the history above) worked with Traffic Engineering staff for a year reviewing the history of the city's program and criteria, comparing the city's criteria to national model criteria (National Center for Safe Routes To School, California and Arizona), and criteria from peer communities (Davis California, Boulder Colorado, Seattle, Washington, Portland, Oregon, Ann Arbor, Michigan), as well as considering Madison's unique circumstances and needs. This review found that Madison's criterai, while old,was still one of the best in the country.

The January 2016 criteria incorporated the following changes.

- Updated the stopping sight distance table to reflect changes in the national AASHTO Green Book
- Modified the hazard point assignment for the number of elementary school aged children using the crossing by assigning points for less than 20 students and increasing the number of points assigned for each category.
- Modified the hazard point assignment for vehicle speeds to reflect the fact that as motor vehicle speed increases the probablility of a fatility for a pedestrian hit by a motorist increases.
- Increased the number of hazard points for a crash involving a student on their way to or from school from 5 points to 8 points.
- Under Other Factors, added Observations of the percent and types of trucks during times when students are using the crossing to address concerns expressed by parents from a specific neighborhood.
- Formalized the process that staff had been using when a descison was made to review an existing adult school crossing assignment for possible discontinuance by including this process in the criteria.

These changes were recommended by the Pedestrian-Bicycle-Motor Vehicle Commission to the Common Council. The Common Council adpoted the these changes in the *SCHOOL CROSSING PROTECTION CRITERIA, January 2016*.

b. What do available data tell you about this issue?

PROCEDURE TO STUDY THE DISCONTINUANCE OF AN ADULT SCHOOL CROSSING GUARD LOCATION (from *School Crossing Protection Criteria*, adopted by Common Council January 2016)

Adult School Crossing Guards are employed and supervised by the Madison Police Department. Each year the Adult School Crossing Guards conduct counts at their assigned location in the fall and in the spring. After each count, the Crossing Guard Supervisors and Traffic Engineering staff meet to discuss program operations and to determine if there are any existing locations that should be reviewed for discontinuance. The decision to review an existing Adult School Crossing Guard Assignment can be made based on changes in school attendance area boundaries such that elementary school students no longer have to cross a particular street, changes in school busing policies where students who used to walk to school are to be bused to school instead, locations where the number of elementary school aged students using the crossing has dropped below the threshold of 15 for several years, or changes in traffic patterns such that the hazard rating at a location might have dropped below the threshold of 30 points.

The school's Principal and Parent Teacher Group, as well as the area Alder and Neighborhood Association, will be contacted by Traffic Engineering when a determination has been made to study an Adult School Crossing Guard assignment for discontinuance. When the reason for this study is a low number of students using the crossing, the city will offer assistance to help the school community increase the number of elementary school students walking to school and using the crossing in order to retain the Adult School Crossing Guard assignment. The site will be studied for one school year. Traffic Engineering will conduct studies in the fall and spring and work with the school throughout the year if they respond to the offer of assistance. The Crossing Guard Supervisors will have the Crossing Guard do monthly counts to track crossing use throughout the school year.

When studies are completed, if the staff recommendation, based on these adopted criteria, is to discontinue the Adult School Crossing Guard assignment, this will be forwarded to the Pedestrian-Bicycle

Motor Vehicle Commission (PBMVC) in late spring or early summer. If changes are recommended and approved by the PBMVC, the school will then have enough time to plan for these over the summer for the start of school the following fall. The Principal, Parent -Teacher Group, Alder and Neighborhood Association will be informed of the results of the study. If there is a recommendation of discontinuance, they will be notified as to when this will be on the Pedestrian-Bicycle-Motor Vehicle Commission's agenda.

City staff followed the above procedure as documented below.

Crossing Guards conducted their fall counts.

TE staff (Gretchen Aviles-Pineiro & Arthur Ross) met with the Crossing Guard Supervisor (Patti Knoche) to see how the program was operating so far as well as to review the fall counts and historic fall and spring count data to see if there were any ASCG assignments that should be reviewed for discontinuance. ASCG assignments had not been reviewed for discontinuance over the past couple of years as the criteria were being reviewed by the PBMVC. Now that updated criteria, including formalizing the discontinuance procedure, had been recommended by the PBMVC and adopted by the Common Council, staff followed this procedure.

Five ASCG assignments were identified to study for discontinuance.

North Street and Commercial Avenue	Emerson Elementary School
North and E Johnson Streets	Emerson Elementary School
Milwaukee and Meadowlark Streets	Kennedy Elementary School
Midvale Boulevard and Mineral Point Road	Midvale and Van Hise Elementary Schools, Queen of Peace School, Hamilton Middle School
Monroe and Glenway Streets	Thoreau Elementary School Wingra School

For each of the schools listed above, Traffic Engineering staff contacted the school's Principal and Parent Teacher Group, as well as the area Alders and Neighborhood Associations to inform them that these studies were being performed and to offer assistance to help the school community increase the number of elementary school students walking to school and using the crossing in order to retain the Adult School Crossing Guard assignment. For areas without Neighborhood Associations, staff also contacted Tariq Saqqaf, Neighborhood Resource Coordinator in the Mayor's Office. A copy of this email is attached.

Traffic Engineering conducted studies both in the morning during school arrival times and in the afternoon during school dismissal times, gathering data on the number of elementary school students using these crossings, the availability of safe gaps in traffic for crossing, speed of motor vehicles, sight distance, safety history, as well as other factors per the School Crossing Protection Criteria. Studies were done once in the fall and once in the spring, on mid-week days (Tues, Wed or Thurs) during good weather.

The Crossing Guard Supervisor instructed the crossing guards assigned at these locations to conduct monthly counts of the number of students they crossed.

c. What data are unavailable or missing?

Relevant data from the Neighborhood Indicators Project was provided to participants in the analysis.

2. WHO

a. Who (individuals or groups) could be impacted by the issues related to this policy, plan or proposal? Who would benefit?

Families with no other method of transportation for elementary school students to get to school could be impacted by the removal of the crossing guard.
Elementary school students that walk to school and use the locations where the crossing guards are currently assigned would benefit if those crossing guard locations are maintained.

Who would be burdened?

The removal of the crossing guard could burden the elementary school students that walk to school and their families.

Are there potential disproportionate impacts on communities of color or low-income communities?

Minorities:
Locations with highest percentage of minorities in the area served by the crossing guard:

- Milwaukee – Meadowlark
- North – Commercial

Affordable Housing:
Locations with highest number of affordable housing units in the area served by the crossing guard:

- Milwaukee – Meadowlark
- North – Johnson

Median Household Income:
Locations with lowest median household income in the area served by the crossing guard:

- North – Johnson
- North – Commercial

Owns Vehicle:
Locations with lowest percentage of owned vehicles in the area served by the crossing guard:

- North – Commercial
- Milwaukee – Meadowlark

Families in Poverty:
Locations with highest percentage of families in poverty in the area served by the crossing guard:

- North – Johnson
- Milwaukee – Meadowlark

3. WHY

a. What are potential unintended consequences (social, economic, health, environmental or other)?

The discontinuance of crossing guards may reduce the number of elementary school students that walk to school and increase vehicle traffic at school drop off – pick up.

4. HOW: RECOMMENDATIONS SECTION

a. Describe recommended strategies to address adverse impacts, prevent negative unintended consequences and advance racial equity (program, policy, partnership and/or budget/fiscal strategies):

After analyzing the data provided by Neighborhood Indicators Project, the crossing guards at Milwaukee & Meadowlark and North & Johnson are recommended to be maintained.

A Racial Equity & Social Justice Initiative tool should be used for future crossing guard assignment or discontinuance studies to analyze the area served by the crossing guard and provide recommendations.

Email sent to school Principals, Parent Teacher Groups, area Alders and Neighborhood Associations to inform them that Adult School Crossing Guard discontinuance studies were being performed and to offer assistance to help the school community increase the number of elementary school students walking to school and using the crossing in order to retain the Adult School Crossing Guard assignment.

Thursday, October 27, 2016

Dear Principal:

It has been brought to our attention by the Madison Police Department that there are very few _____ Elementary School students crossing _____ at _____ where the city has an Adult School Crossing Guard assigned. Traffic Engineering has been requested to review this Adult School Crossing assignment for possible discontinuance. We will be studying this crossing over the course of the school year. A decision on the future of this Adult School Crossing Guard assignment will be made in the spring, before the end of the school year.

The process for studying the discontinuance of an Adult School Crossing Guard is included in the city's adopted *School Crossing Protection Criteria, January2016* (See page 9 of the PDF http://www.cityofmadison.com/trafficEngineering/documents/SchXngProtectCriteria2016.pdf). This Section is attached to this letter.

We would like to work with you and the school community to encourage more students in this area to walk to school on a regular basis. If we can increase the number of _____ Elementary School students regularly using this crossing, we will be able to retain this Adult School Crossing Guard assignment. Please contact John Rider at 608-266-4474, or JRider@cityofmadison.com to discuss ways we can help.

Please let Gretchen Aviles Pineiro (GAvilesPineiro@cityofmadison.com) know if you have any questions.

Sincerely,

David C. Dryer, PE
City Traffic Engineer

CC: [see lists below]

PROCEDURE TO STUDY THE DISCONTINUANCE OF AN ADULT SCHOOL CROSSING GUARD LOCATION

from *School Crossing Protection Criteria, January2016*
http://www.cityofmadison.com/trafficEngineering/documents/SchXngProtectCriteria2016.pdf

Adult School Crossing Guards are employed and supervised by the Madison Police Department. Each year the Adult School Crossing Guards conduct counts at their assigned location in the fall and in the spring. After each count, the Crossing Guard Supervisors and Traffic Engineering staff meet to discuss program operations and to determine if there are any existing locations that should be reviewed for discontinuance. The decision to review an existing Adult School Crossing Guard Assignment can be made based on changes in school attendance area boundaries such that elementary school students no longer have to cross a particular street, changes in school busing policies where students who used to walk to school are to be bused to school instead, locations where the number of elementary school aged students using the crossing has dropped below the threshold of 15 for several years, or changes in traffic patterns such that the hazard rating at a location might have dropped below the threshold of 30 points.

The school's Principal and Parent Teacher Group, as well as the area Alder and Neighborhood Association, will be contacted by Traffic Engineering when a determination has been made to study an Adult School Crossing Guard assignment for discontinuance. When the reason for this study is a low number of students using the crossing, the city will offer assistance to help the school community increase the number of elementary school students walking to school and using the crossing in order to retain the

Adult School Crossing Guard assignment. The site will be studied for one school year. Traffic Engineering will conduct studies in the fall and spring and work with the school throughout the year if they respond to the offer of assistance. The Crossing Guard Supervisors will have the Crossing Guard do monthly counts to track crossing use throughout the school year.

When studies are completed, if the staff recommendation, based on these adopted criteria, is to discontinue the Adult School Crossing Guard assignment, this will be forwarded to the Pedestrian-Bicycle Motor Vehicle Commission (PBMVC) in late spring or early summer. If changes are recommended and approved by the PBMVC, the school will then have enough time to plan for these over the summer for the start of school the following fall. The Principal, Parent -Teacher Group, Alder and Neighborhood Association will be informed of the results of the study. If there is a recommendation of discontinuance, they will be notified as to when this will be on the Pedestrian-Bicycle-Motor Vehicle Commission's agenda.

School	Principal	Alder 1	Alder 2	PTO/G/A	Neighborhood Association 1	Neighborhood Association 2
Emerson Elementary	Brad Kose:	Larry Palm, District 12		Emerson Elementary School PTO	Eken Park NA	Sherman NA
Kennedy Elementary	Nancy Caldwell	Amanda Hall, District 3		Kennedy P.T.O.	Tariq Saqqaf, Neighborhood Resource Team	
Midvale Elementary	Becky Galván	Alder Shiva Bidar-Sielaff, District 5	Alder Maurice S. Cheeks, District 10	Midvale Lincoln P.T.O.	Sunset Village NA	Midvale Heights Community Association
Van Hise Elementary	Peg Keeler	Alder Tim Gruber, District 11	Alder Maurice S. Cheeks, District 10	Van Hise Elementary PTO	Hill Farms, University NA	Midvale Heights Community Association
Queen of Peace	Mary Jo Vitale	Alder Shiva Bidar-Sielaff, District 5		School & Family Association	Sunset Village NA	
Hamilton Middle	Jessica Taylor	Alder Shiva Bidar-Sielaff, District 5	Alder Maurice S. Cheeks, District 10	Velma Hamilton Middle School PTO	Sunset Village NA	Midvale Heights Community Association
Thoreau Elementary	Kathy Costello	Alder Sara Eskrich, District 13	Alder Tim Gruber, District 11	Thoreau P.T.O.	Dudgeon-Monroe NA	
Wingra School	Mary Campbell	Alder Sara Eskrich, District 13	Alder Tim Gruber, District 11		Dudgeon-Monroe NA	

In addition to the above, the following were copied on all e-mails
Patti Knoche, Crossing Supervisor
Pam Wilson, Chair, School Traffic Safety Committee
David Dryer, City Traffic Engineer
Arthur Ross, Pedestrian & Bicycle Coordinator, Traffic Engineering
John Rider, Traffic Engineering

Aviles Pineiro, Gretchen

From: Ceri Jenkins <cerijenkins@gmail.com>
Sent: Tuesday, May 30, 2017 12:36 PM
To: Becky Galvan
Cc: Aviles Pineiro, Gretchen; jlwang42@gmail.com
Subject: Re: Adult School Crossing Guard - Midvale Elementary School

I am also unable to attend and have no comments to share. I think the opportunity to discuss this at our PTO meeting last fall was helpful, but I don't believe there were many parents with strong opinions about this change. Thanks for including us here.

On Mon, May 29, 2017 at 6:48 PM, Becky Galvan <rjgalvan@madison.k12.wi.us> wrote:

> Thank you for the update. I am unable to attend and have no comments to be shared.
> Becky

Rebecca J. Galvan, EdD
Midvale Elementary School Principal/ Directora de la escuela primaria Midvale
Madison Metropolitan School District/ Distrito Escolar de Madison
608-204-6700

On Thu, May 25, 2017 at 4:06 PM, Aviles Pineiro, Gretchen <GAvilesPineiro@cityofmadison.com> wrote:

> Dear Principal Becky Galván:
>
> At the Pedestrian – Bicycle – Motor Vehicle Commission's meeting on May 23rd, 2017 the commission referred making a decision on the status of the Adult School Crossing Guard assignment at the intersection of Mineral Point Rd and Midvale Blvd. The commission will take this up again at their next scheduled meeting on Tuesday, June 27th, 2017. The agenda for the meeting is usually posted Thursday or Friday before the meeting date. See https://madison.legistar.com/Calendar.aspx to download the agenda. The meeting will be held in the City County Building, 210 Martin Luther King Jr. Blvd, Room 201. The meeting begins at 5:00 pm. We are not sure at what time this item will be taken up by the committee.
>
> As explained in our previous emails we studied this over the current school year due to low usage of this crossing by elementary school students over the past several years. Based on these studies, the Adopted School Crossing Protection Criteria recommends discontinuing this Adult School Crossing Guard assignment. A copy of the worksheet summarizing the studies is attached. The School Crossing Protection Criteria is available at http://www.cityofmadison.com/trafficEngineering/documents/SchXngProtectCriteria2016.pdf.

One of the reasons the Commission referred this was to make sure the schools had enough advance notice of the meeting so that school representatives, parents and others interested in this item had time to review the materials and make plans to either attend the meeting or make comments via e-mail or mail. I want to encourage you and other staff, parents and school community members to attend this meeting. You will be able to register your support or opposition, and if desired to speak to the commission for up to three minutes. If you are unable to attend please send written comments before the commission meeting by email to GAvilesPineiro@cityofmadison.com or via regular mail to the address below.

Please make sure to share this information with others that might be affected and/or interested.

Let me know if you have any questions or need additional information.

Sincerely,

Gretchen Avilés Piñeiro

City of Madison WI - Traffic Engineering

PO Box 2986

Madison, WI 53701-2986

608-266-4899

Please note that our office will be temporarily relocated to 30 W. Mifflin St. Suite 900 while the Madison Municipal Building is being remodeled from November 14, 2016 into 2018.

From: Aviles Pineiro, Gretchen
Sent: Thursday, May 18, 2017 7:48 AM
To: 'rjgalvan@madison.k12.wi.us'
Cc: Bidar-Sielaff, Shiva; Cheeks, Maurice; 'sereynard@aol.com'; 'banderse@yahoo.com'; 'MHCA-President@midvaleheights.org'; 'cerijenkins@gmail.com'; 'jlwang42@gmail.com'; Knoche, Patti; 'pwilson@madison.k12.wi.us'; Rider, John; Dryer, David; Ross, Arthur
Subject: RE: Adult School Crossing Guard - Midvale Elementary School

Dear Principal Becky Galván:

At the beginning of the school year you received a letter from us regarding review of the Adult School Crossing Guard assignment at Mineral Point Rd and Midvale Blvd. This letter is attached. We have completed our review per the procedure included in that letter. The results of our studies are attached.

Based on these studies, our recommendation is the discontinuance of Adult School Crossing Guard since this location does not meet the criteria for minimum number of elementary students. This recommendation will be discussed at the Pedestrian – Bicycle – Motor Vehicle Commission's meeting on Tuesday May 23rd, 2017. The agenda for the meeting will be posted later this week. See https://madison.legistar.com/Calendar.aspx to download the agenda. The meeting will be held in the City County Building, 210 Martin Luther King Jr. Blvd, Room 201. The meeting begins at 5:00 pm. We are not sure at what time this item will be taken up by the committee.

You and anyone else interested in this item are welcome to attend this meeting. You can register in support or against the recommendation, and can speak to the commission about your position for up to 3 minutes. If a number of people are speaking on the same item, it is preferred to have people make different points as opposed to repeating points that others have already made.

Please let me know if you have any questions or need additional information.

Sincerely,

Gretchen Avilés Piñeiro

City of Madison WI - Traffic Engineering

PO Box 2986

Madison, WI 53701-2986

Please note that our office will be temporarily relocated to 30 W. Mifflin St. Suite 900 while the Madison Municipal Building is being remodeled from November 14, 2016 into 2018.

From: Aviles Pineiro, Gretchen
Sent: Thursday, October 27, 2016 11:29 AM
To: 'rjgalvan@madison.k12.wi.us'
Cc: Bidar-Sielaff, Shiva; Cheeks, Maurice; 'sereynard@aol.com'; 'banderse@yahoo.com'; 'MHCA-President@midvaleheights.org'; 'cerijenkins@gmail.com'; 'jlwang42@gmail.com'; Knoche, Patti; 'pwilson@madison.k12.wi.us'; Rider, John; Dryer, David; Ross, Arthur
Subject: Adult School Crossing Guard - Midvale Elementary School

Principal Becky Galván,

Please see attached letter regarding the Adult School Crossing Guard assignment review.

Let me know if you have any questions.

Thank you,

Gretchen Avilés Piñeiro

City of Madison

Traffic Engineering

215 MLK Jr. Blvd Rm 100

Madison, WI 53703

THURSDAY, NOVEMBER 10, 2016 THE PARKING UTILITY & TRAFFIC ENGINEERING DEPARTMENTS WILL BE CLOSING AT NOON IN PREPARATION FOR OUR MOVE.

WE WILL REOPEN ON MONDAY, NOVEMBER 14TH AT OUR NEW LOCATION, 30 WEST MIFFLIN SUITE 900

DURING THE REHABILITATION OF THE MADISON MUNICIPAL BUILDING

Aviles Pineiro, Gretchen

From: Dryer, David
Sent: Wednesday, May 31, 2017 7:55 AM
To: Aviles Pineiro, Gretchen
Subject: FW: Monroe-Glenway Crossing Guard

From: Hatfield, Meagan
Sent: Wednesday, May 31, 2017 7:30 AM
To: Aaron Crandall <aaron.crandall@yahoo.com>; Dryer, David <DDryer@cityofmadison.com>; Eric Lewandowski <eclewandow@aol.com>; Grant Foster <grantxyz@gmail.com>; Kemble, Rebecca <district18@cityofmadison.com>; Mark Bennett <mail.markbennett@gmail.com>; McGuigan, Patrick <PMcGuigan@cityofmadison.com>; Michael Rewey <hiwayman@chorus.net>; Monks, Anne <AMonks@cityofmadison.com>; Ross, Arthur <ARoss@cityofmadison.com>; Sally Lehner <sa_lehner@hotmail.com>; Skidmore, Paul <district9@cityofmadison.com>; Susan DeVos <devos@ssc.wisc.edu>; Trowbridge, David <DTrowbridge@cityofmadison.com>; Zellers, Ledell <district2@cityofmadison.com>
Subject: FW: Monroe-Glenway Crossing Guard

Hello, All:

Alder Zellers wanted me to pass along this correspondence. I've also added it to the Legistar file, along with the two other emails you received last night.

Thank you,

Meagan Hatfield
Program Assistant 2
City of Madison Parking Utility
30 W. Mifflin; Suite 900
PO Box 2986
Madison, WI 53701-2986
(608) 267-8750
mhatfield@cityofmadison.com

From: Michael Thalasinos <mthalasinos@gmail.com>
Sent: Tuesday, May 23, 2017 10:22 PM
To: All Alders
Subject: Monroe-Glenway Crossing Guard

General Information
Name: Michael Thalasinos
Address: 601 Chapman
City: Madison
State: WI
ZIP: 53711
Phone:

Work Phone:
Email: mthalasinos@gmail.com
Should we contact you?: Yes

Message:
Dear City Alders,
I would like to state my support for the crossing guard at Monroe and Glenway. I am a father of a 2nd grader attending Thoreau Elementary School and our daughter began walking to school this year with other kids in our neighborhood. There are several dozen kids in the Dudgeon Monroe neighborhood that are beginning to age into this period of life, and I know my neighbors are hoping for their children to partake in this time honored tradition of walking to school. Traffic appears to have increased at Monroe and Glenway, making right turns and left arrow turns more confusing and dangerous for motorists and our children. Factoring in the chaos of the upcoming Monroe Street reconstruction and subsequent increase in traffic, a crossing guard seems vital. I hope you will agree to maintain this funding or at the very least consider alternatives that will keep our kids safe on their walk to school.

Recipient:
All Alders

Aviles Pineiro, Gretchen

From: Rachael Lancor <rachael.anderman@gmail.com>
Sent: Wednesday, May 31, 2017 8:29 PM
To: Aviles Pineiro, Gretchen
Subject: crossing guard on Monroe St.

To whom it may concern,

I am writing in support of keeping an adult crossing guard at the intersection of Monroe St and Glenway. My son is currently in 2nd grade at Thoreau, and it is one of five second graders within a block or two of where we live (Chapman St). There are probably another 5-10 Thoreau kids in the same area. The second graders are just now old enough to walk to school by themselves, and most are doing so now that the weather has been nice. I think that all of us on Chapman St would like our kids be able to walk to school safely on their own in the mornings. Having a crossing guard at the corner of Monroe and Glenway is important for ensuring the safety of our children, given the business of these streets in the morning.

Additionally, the traffic in front of the school backs up quite a bit during pick up and drop off time. For every kid who can't walk to school safely, that is one more car that will back up traffic along Nakoma in the morning and afternoon. I don't even want to think about what that will look like when Monroe St is under construction next year. I think that we need to do all that we can in the neighborhood to keep cars off Monroe and Nakoma during these busy times, and a small thing like the crossing guard can make a big difference.

Thank you for your consideration of this matter.
Rachael & Brian Lancor
741 Chapman St.
Madison, WI