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CITY OF SACRAMENTO

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

CITY MANAGER'S OFFICE
RECEIVED
MAR 25 1981

TELEPHONES (916)
TRAFFIC ENGINEERING 449-5307
OFF-STREET PARKING 449-5354
ON-STREET PARKING 449-5644

March 24, 1981

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: School Crossing Protection Study

APPROVED
BY THE CITY COUNCIL

MAR 31 1981

OFFICE OF THE
CITY CLERK

SUMMARY

The City staff contacted all school districts within the City to determine any locations needing study as the Council requested.

BACKGROUND INFORMATION

Last summer, the City Council requested the Traffic Engineering division investigate possible traffic problems encountered by elementary school children and report back in six months. It was decided that each elementary school principal would be asked to identify potential problems and forward the locations to the Traffic Engineer for investigation.

On September 18, 1980 a letter from the Traffic Engineer was sent to the school district superintendents requesting that each of the principals within their respective districts identify locations for investigation (a copy of this letter is attached as Exhibit 1) and contact the Traffic Engineer.

The North Sacramento School District requests were sent to this Division on October 17, 1980 (See Exhibit 2).

Also, the Sacramento City Unified School District responded with requests to the Traffic Engineer on January 12, 1981 (See Exhibit 3). Attached for your information are copies of the reports to the school districts indicating the results of the investigations (Exhibits 4 and 5).

In addition to these requests, the Traffic Engineering Division has handled requests not related to this project at various elementary schools in the City. We have worked with parent groups at John Cabrillo School/Sam Brannan Jr. High School and addressed several problems in the area of the two schools. Also, we have established contacts with Mr. Bruce Wilson and

Mr. Gary Ferguson of the Risk Management Services Office of the Sacramento City Unified School District and look forward to working with this agency on locations which need investigation in the future.

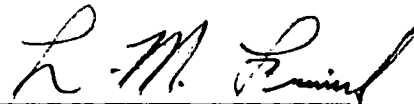
FINANCIAL DATA

None.

RECOMMENDATION

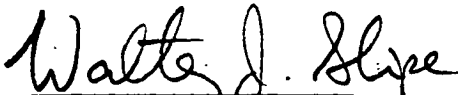
This report is provided for the City Council's information and does not require any action.

Respectfully submitted,



L. M. Frink
Traffic Engineer

For Information Only


Walter J. Stipe
City Manager

LMF:JB/mf
Attachments

March 31, 1981
All Districts

CITY OF SACRAMENTO



TRAFFIC ENGINEERING DIVISION

1023 J STREET - SUITE 202

SACRAMENTO, CALIF. 95814

TELEPHONES (916)

TRAFFIC ENGINEERING 448-5307
 OFF-STREET PARKING 449-5354
 ON-STREET PARKING 449-5844

September 18, 1980

Sent to:

Superintendent Dean Mansfield, North Sacramento School District
 Superintendent Dr. Tom Giugni, Sacramento Unified School District
 Superintendent Dr. Glenn R. Hood, Elk Grove Unified School District
 Superintendent Dr. J. Roy Elms, Robla School District
 Superintendent Dr. Carl Mack, Del Paso Heights School District

RE: SCHOOL CROSSING PROTECTION

Due to Proposition 13, this division has eliminated the updating and issuance of the "Safest Route to School Map" for the various elementary schools within the City of Sacramento. We are concerned that there may be situations where the construction of a new school or a change in school boundary has created problems.

We would appreciate your checking with the various elementary school principals to see if there are any problems that should be investigated by us. We have diligently responded to requests in the past to determine if traffic controls or adult crossing guards are needed so there may not be problem locations within your district. In any event, please check with your elementary school principals to see if there are any locations that need investigation.

We would appreciate information on the time of day and the number of students crossing if there is a problem arising at a location. Thank you.

Very truly yours,

L. M. Frink
 Traffic Engineer

LMF:RJF/mf

North Sacramento School District

670 DIXIEANNE AVENUE
SACRAMENTO, CALIFORNIA 95815
[916] 922-5451

DISTRICT SUPERINTENDENT
Dean F. Mansfield

October 17, 1980

BOARD OF TRUSTEES
David R. Keck, President
Vern L. Coleman, Clerk
Patricia Anderson
Linda M. Fowler
Edward E. Gaines

L.M. Frink
Traffic Engineer
City of Sacramento
1023 J Street, Suite 202
Sacramento, California 95814

Dear Mr. Frink:

Your letter of September 18 soliciting the identification of pedestrian safety problems has been referred to each of our site administrators.

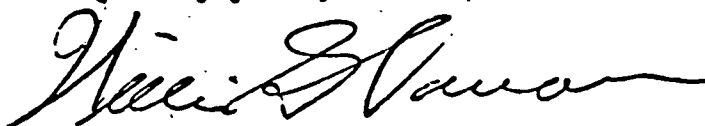
The results are summarized below and any recommendations received are copied and attached:

- Babcock - see attached
- Dos Rios - see attached
- Hagginwood - no problem
- Johnson - no problem
- McClellan - no problem
- Noralto - see attached
- Northwood - no problem
- Smythe - see attached
- Strauch - request continuation of current efforts - see attached
- Woodlake - no problems

I would suggest at those schools where no problems have been identified, such evaluations are predicated on current conditions; i.e., signals installed and operative, crosswalks designated and crossing guards on duty. (Hagginwood, Johnson, Strauch and Woodlake).

Please keep me informed of the City's response to these reports so that we may avoid a repeat of the unfortunate oversight in 1977-78.

Very truly yours,



William G. Vanasen
Deputy Superintendent
Support Services

WGV:ejw
CC: Dean F. Mansfield

**NORTH SACRAMENTO SCHOOL DISTRICT
D.W. BABCOCK SCHOOL**

2400 CORMORANT WAY
SACRAMENTO, CALIFORNIA 95815

(916) 922-4474

October 14, 1980

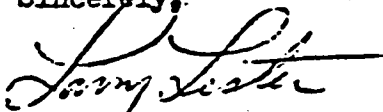
Mr. Dean Mansfield, Superintendent
North Sacramento School District
670 Dixie Avenue
Sacramento, CA 95815

Dear Mr. Mansfield:

There are three areas of concern to me for the safety of children walking to and from Babcock School: a) The crossing of the I-80 northbound off ramp at El Camino Avenue, b) the intersection of Albatross Way at Woolley Way, and c) the intersection of Connie Drive at El Camino Avenue. Details follow.

- a) I am concerned about the proper use of the pedestrian crosswalk located on El Camino Avenue and the I-80 northbound off ramp. Enclosed is a copy of a letter from the traffic Engineering Division of the City of Sacramento dated May 15, 1979. This letter states that fourteen pedestrians using the crosswalk were in violation of the pedestrian signal (See paragraph three of that letter.). There is no indication of how many children were of junior high school age, of elementary school age or of high school age. However, it is probable that three or four of the pedestrians mentioned attend Babcock School. This school's overall efforts to provide pedestrian safety education will, hopefully, improve our pupil's use of this crosswalk. Discussions with individual students will also be held when specific names are referred. It would also be appropriate for the City of Sacramento to periodically monitor this crosswalk and to cite violators as they are observed.
- b) There is no marked crosswalk for pedestrians to use as they cross Albatross Way at Woolley Way. This is a potentially dangerous location that has seen an increase in traffic as the number of businesses have increased in this immediate area. Approximately thirty-five children use this intersection.
- c) There is no marked crosswalk for children to use as they cross Connie Drive at El Camino Avenue. This also is a potentially dangerous location.

Sincerely,



Larry Lester
Principal

September 29, 1980

TO: MR. DEAN MANSFIELD
FROM: MR. LOU FERRETTI
SUBJECT: SCHOOL CROSSING PROTECTION

During the 1978/79 school year, we made a request for a school crossing guard at the intersection of Richards Boulevard and Dos Rios Street.

The city conducted a study and the results showed it would not be warranted at that time.

This would be my only area of concern at this time.

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

1619 N STREET, P.O. BOX 2271
SACRAMENTO, CALIFORNIA 95810

E. T. GIUGNI
Superintendent

(916) 454-8147



RECEIVED
JAN 14 1981

TRAFFIC ENGINEERING DIV.

January 12, 1981

Mr. Les M. Frink
City Traffic Engineer
1023 J Street, Suite 202
Sacramento, CA 95814

Dear Mr. Frink:

Subject: School Crossing Protection

In response to your September 18, 1980 letter to Dr. E. Tom Giugni, Superintendent, Sacramento City Unified School District, our elementary school principals have reported the attached potential traffic hazards. These potential traffic hazards have been preliminarily reviewed and prioritized by our district Safety Officer. Of the district's 57 elementary city schools, 11 schools have identified new or continuing potential traffic hazards for your review, study, and/or action. The actual letters from the various schools are enclosed as attachments. Please provide Gary Ferguson, our district Safety Officer, a copy of the conclusions of your study plus any course of actions the City Traffic Division takes concerning these potential traffic hazards.

Should you or your staff have any questions concerning information in this letter, please contact Gary Ferguson, 454-8430.

Sincerely,

Herman L. Pedo
Herman L. Pedo

Assistant Superintendent
Business Services Office

Enclosures

HLP:mk/88R

cc E. Tom Giugni
Earl Wilson
Bruce Wilson
Gary Ferguson
Gordon Westover
Sue Nelson
Richard Cisneros
Robert Bone
John DeRuitter
Thomas Williams

Robert Hernandez
Henry Morita
William Geisreiter
Gladys Peng
Pauline Travis
Alicia Meza
Robert Parker
Kimball Salmon
Adolphus McGee

SchoolPotential Traffic Hazard/Proposed Action

Oak Ridge

Hazard: See Attachment 1.

Action: Perform a traffic study survey to ascertain if an adult crossing guard is warranted at the intersection of 21st Avenue/Sacramento Boulevard based on there being over 175 elementary children crossing this intersection twice a day; heavy traffic flow and turning movements at this intersection; and numerous incidents of near misses by vehicles to pedestrians crossing the intersection. At a minimum, consider setting the traffic signal facing 21st Avenue to allow pedestrians to cross Sacramento Boulevard on "Walk" prior to the signal turning green and allowing vehicles to turn left onto Sacramento Boulevard.

Alice Birney

Hazard: Elementary students residing in the Argonaut area - Hopkins, McAllister, McLaren or Stoddard Streets can only enter their housing area by proceeding east on Blair Avenue to Freeport Boulevard. Blair Avenue is an industrialized area where quite a few large trucks back onto the street. Moreover, there are fourteen driveway openings (primarily commercial businesses) onto Blair Avenue in the three-tenths of a mile distance between the railroad tracks crossing Blair Avenue to Freeport Boulevard. It is difficult for small children to see or anticipate this kind of traffic and equally difficult for drivers to see or anticipate the traffic of small children.

Action: Mark the businesses' entrances and exits. Consider eliminating some of the on-street parking near the busiest driveways. These items would make Blair Avenue's traffic flow more predictable.

Earl Warren

Hazard: The corner of Lowell Street and Fruitridge Road is a continuing problem for 95-100 elementary students traveling to and from school. The problem stems from the heavy traffic on Fruitridge Road coupled with turning movements. Additionally, the left turn lane traveling west to east on Fruitridge Road is not clearly indicated. Motorists speeding and/or failing to yield to pedestrians in the crosswalks also increases the potential hazard to pedestrians. Sporadic traffic law enforcement has not proven to be an effective answer.

Action: Request a traffic study be conducted based on the number of students crossing, traffic volumes on Fruitridge Road, traffic speeds, and turning movements to determine whether or not an adult crossing guard is warranted. Earl Warren school does not have a student safety patrol because its teachers and parents of the community will not allow their children to participate in a Safety Patrol Program. They feel this intersection is too dangerous.

School

Caroline Wenzel

Potential Traffic Hazard/Proposed Action

Hazard: The school crosswalk on Greenhaven Drive at Katz Avenue and Greenhaven Drive (between Gloria Drive and Florin Road) are the major traffic concerns. By your department's survey conducted on September 18, 1980, between the hours of 8:00 a.m. to 8:30 a.m., a total of 67 elementary school children were observed crossing at the school crosswalk on Greenhaven Drive at Katz Avenue. Based on traffic gaps, Mr. Richard J. Folkers, Assistant Traffic Engineer, advised in his September 18, 1980, letter to Mr. Robert J. Bone, Principal, Caroline Wenzel Elementary School, that at that time a crossing guard was not warranted. Mr. Folkers stated he did, however, "strongly recommend that two (2) school traffic patrol people be stationed at this location." Mr. Bone has advised that this option does not currently exist, as presently only one student at a time has the inclination and student classtime available to function as a crossing guard.

As of December 11, 1980, the traffic signals being installed at the intersection of Greenhaven Drive and Florin Road were non-operational. Once this intersection signalization is completed, it is logical to assume that this short-out between Gloria Drive, Florin Road and Riverside Boulevard is going to cause even heavier, and most likely faster, traffic flow on Greenhaven Drive. Because Greenhaven Drive, between Florin Road and Gloria Drive, is a 60 foot wide arterial street having no stop signs or signal lights, this section of Greenhaven Drive lends itself to being a raceway for the Kennedy High School students and persons late to work and/or a shortcut. Sporadic traffic law enforcement has not proven to be an effective answer. Speed is the major concern. Your previous studies reflect that the average speed was in excess of 35 m.p.h., versus the required 25 m.p.h. in front of the school while students were present.

Action: Provide an adult traffic crossing guard. Also consider using a series of traffic undulations on both sides of the school crosswalk in conjunction with flashing caution lights; or a stop sign on Greenhaven Drive, possible at Parkshore Circle and Havenhurst Drive; or a traffic signal at Greenhaven Drive and Gloria Drive. If your traffic studies subsequent to the signalization of Florin Road and Greenhaven Drive do not indicate the above actions are warranted, request this area's traffic patterns be periodically studied until one or several of the above measures are warranted and can be instituted to reduce the potential traffic hazard.

SchoolPotential Traffic Hazard/Proposed Action

Hollywood Park

Hazard: The crossing at 24th Street and 26th Avenue poses a problem for the thirteen elementary students crossing this intersection due to the heavy traffic on both streets combined with numerous turning movements of cars turning north to Sutterville Road or south towards Fruitridge Road.

Action: Perform a traffic survey to ascertain if traffic volumes, speeds, and turning movements warrant placing a pedestrian demand signal or an adult crossing guard at this intersection.

Bret Harte

Hazard: The intersection and signal light at 8th Avenue and Franklin Boulevard need to be marked more distinctly. The signal light is hard to see. Part of the problem of the signal light's visibility may be that its color blends with the background. Additionally, in the late afternoon the angle of the sun may be affecting the signal light's visibility to motorists. Over 100 Bret Harte School students cross this intersection twice daily. Bret Harte School's classes start at 8:30 a.m. and 9:30 a.m. Classes end at four different times: 1:30 p.m., 2:20 p.m., 2:35 p.m., and 3:25 p.m. On November 4, 1980, Della McGinnis, a fourth grade student was hit while crossing this intersection. The motorist who hit Della claimed she never saw the signal light. This has been the complaint of numerous new area residents as well as the Principal of Bret Harte School.

Action: Perform a traffic study to ascertain if traffic volumes (people and vehicles), speeds, and turning movements at the intersection warrant converting to a regular red, yellow, green traffic signal, at least between the hours of 7:00 a.m. to 5:00 p.m. If this is not justified, please consider having an adult crossing guard located at this intersection based on the high numbers of students crossing, the heavy traffic volume, and turning movements. It would be helpful if the signs "Signal Ahead" were larger and the intersection and the light were painted more distinctly.

Peter Burnett

Hazard: The intersection of 65th Expressway and McMahon Drive is a problem for the 26 elementary students crossing this intersection twice daily. The problem stems from the heavy traffic on 65th Expressway bordered by the 65th Street frontage road, coupled with numerous turning movements at both this intersection and frontage road. Currently the pedestrian demand signal flashes "Walk" and a green light for vehicles, simultaneously. This makes it difficult for children to cross the expressway and the frontage road as cars are turning through the crosswalks onto the 65th Expressway.

<u>School</u>	<u>Potential Traffic Hazard/Proposed Action</u>
Sutterville	<p data-bbox="565 300 1427 525"><u>Action:</u> Set the pedestrian demand signal light to allow for pedestrians to cross the expressway prior to turning green and allowing vehicles to turn onto the 65th Expressway. Additionally, perform a traffic survey to ascertain if traffic volumes, speeds, and turning movements warrant placing an adult crossing guard at this intersection.</p> <p data-bbox="565 556 966 590"><u>Hazard:</u> See Attachment 8.</p> <p data-bbox="565 619 966 651"><u>Action:</u> See Attachment 8.</p>
Bear Flag	<p data-bbox="565 682 1427 997"><u>Hazard:</u> There are two locations where potential traffic hazards are causing concern for this school. The first location concerns the vehicular and pedestrian traffic on Gloria Drive between Florin Road and the overcrossing of Interstate 5. The specific concerns were listed in detail in the letter dated September 12, 1980, that William E. Geisreiter, principal, Bear Flag Elementary School, sent to your office. Your office responded to his letter on October 16, 1980. (See Attachment 9.)</p> <p data-bbox="565 1029 1427 1218">The school's second area of concern is whether or not the City of Sacramento plans to construct an overcrossing on Riverside Boulevard near Clipper Way. If so, when would the overpass be completed? Bear Flag school has many children in this area who choose to walk to school rather than ride the bus.</p> <p data-bbox="565 1249 1427 1407"><u>Action:</u> Periodically review traffic patterns to determine if and when further actions are warranted. Please advise as to status of an overcrossing being located near Clipper Way, crossing Riverside Boulevard.</p>
William Land	<p data-bbox="565 1438 982 1472"><u>Hazard:</u> See Attachment 10.</p> <p data-bbox="565 1501 1427 1659"><u>Action:</u> Be advised for future traffic studies in this area that elementary children attending William Land Elementary School are required to cross these busy intersections. Additionally, there is no busing of students to this school.</p>
John D. Sloat	<p data-bbox="565 1690 982 1724"><u>Hazard:</u> See Attachment 11.</p> <p data-bbox="565 1753 1427 1814"><u>Action:</u> Attachment 11 is forwarded for your information.</p>

SchoolPotential Traffic Hazard/Proposed Action

Sacramento City Unified
School District Office
1619 N Street

Hazard: The alley located directly in back of the district offices, district parking lot, exiting onto 16th Street and 17th Street is dangerous for motorists pulling out of the alley as well as for pedestrians crossing these alley exits. The danger for motorists pulling out of the district's parking lot is due to vehicles being parked right up to the alley's driveways, obstructing the motorists' vision. The danger to pedestrians stems from the heavy traffic volume in the alley (district parking lot) coupled with the high number of pedestrians (many of whom are inebriated) crossing the alley at 16th and 17th Streets. Pedestrians are obstructed from motorists' view when exiting the alley by buildings (at both alley exits) until the motorists have pulled out to the street and have blocked the pedestrians path.

Action: Paint intersection stripes and place "Stop" signs at both ends of the alley behind the district offices. Designate "No Parking" by painting red curbing and place "No Parking" signs at the alley's exits. These proposed actions would increase the pedestrians' safety and the motorists' field of vision when exiting from the alley.

RECEIVED
OCT 23 1980
 SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
 MEMORANDUM

Gary Ferguson
 District Safety Officer
 Box 35

DATE: October 21, 1980

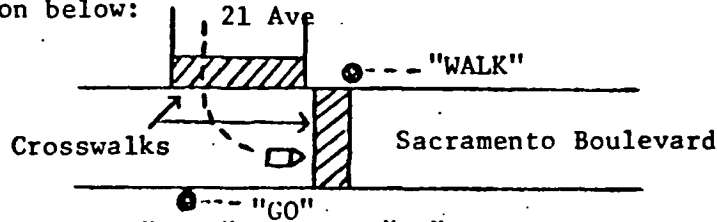
FROM: Gordon Westover
 Principal
 Oak Ridge Elementary

SUBJECT: SCHOOL CROSSING PROTECTION

We have a major safety hazard that has plagued Oak Ridge for many years. We have had many near accidents of cars hitting children at the intersection of 21st Avenue and Sacramento Boulevard. It is located directly in front of our kindergarten play yard.

Sacramento Boulevard is now a major thoroughfare. With over sixty staff members, including student teachers and a high school next door, the traffic situation is very congested. It is estimated that over 175 children cross at this intersection twice a day. We have written letters and had representatives come from the City Traffic Engineers Office. We have had traffic counts each year with no results.

We do have a safety traffic patrol for the kindergarten dismissal times and we have had volunteer adults assist us with the problem. The major problem is the cars approaching from 21st Avenue turning left into the children while they are crossing Sacramento Boulevard. Note the illustration below:



Our "WALK" is also "GO" for the cars turning left.

We have upset parents reporting near hits of children weekly. The following schedules indicate the arrival and dismissal times. The estimated number of children crossing at the intersection is also indicated.

<u>Arrival Time</u>	<u>Grade Level</u>	<u>No. of Students</u>
8:00 - 8:25 A.M.	Kindergarten Primary & Intermediate	100
9:00 - 9:15 A.M.	Intermediate	40
9:30 - 9:45 A.M.	Primary	30
11:30 - 11:50 A.M.	Kindergarten	5

Gary Ferguson
District Safety Officer

Page - 2 -

<u>Dismissal Time</u>	<u>Grade Level</u>	<u>No. of Students</u>
11:50 A.M.	Kindergarten	10
1:20 P.M.	Primary/Early	40
2:15 P.M.	Intermediate/Early	40
2:30 P.M.	Christian Brothers High School (Many Cars)	
2:50 P.M.	Primary/Late	40
3:15 P.M.	Intermediate/Late & Kindergarten	45

For the safety of our children, we are in great need of an adult crossing guard. Please consider our request as soon as possible.

GW:ie

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

*Alice Birney Elementary School*6251 13TH STREET
SACRAMENTO, CALIFORNIA 95831

RECEIVED

NOV 5 1980

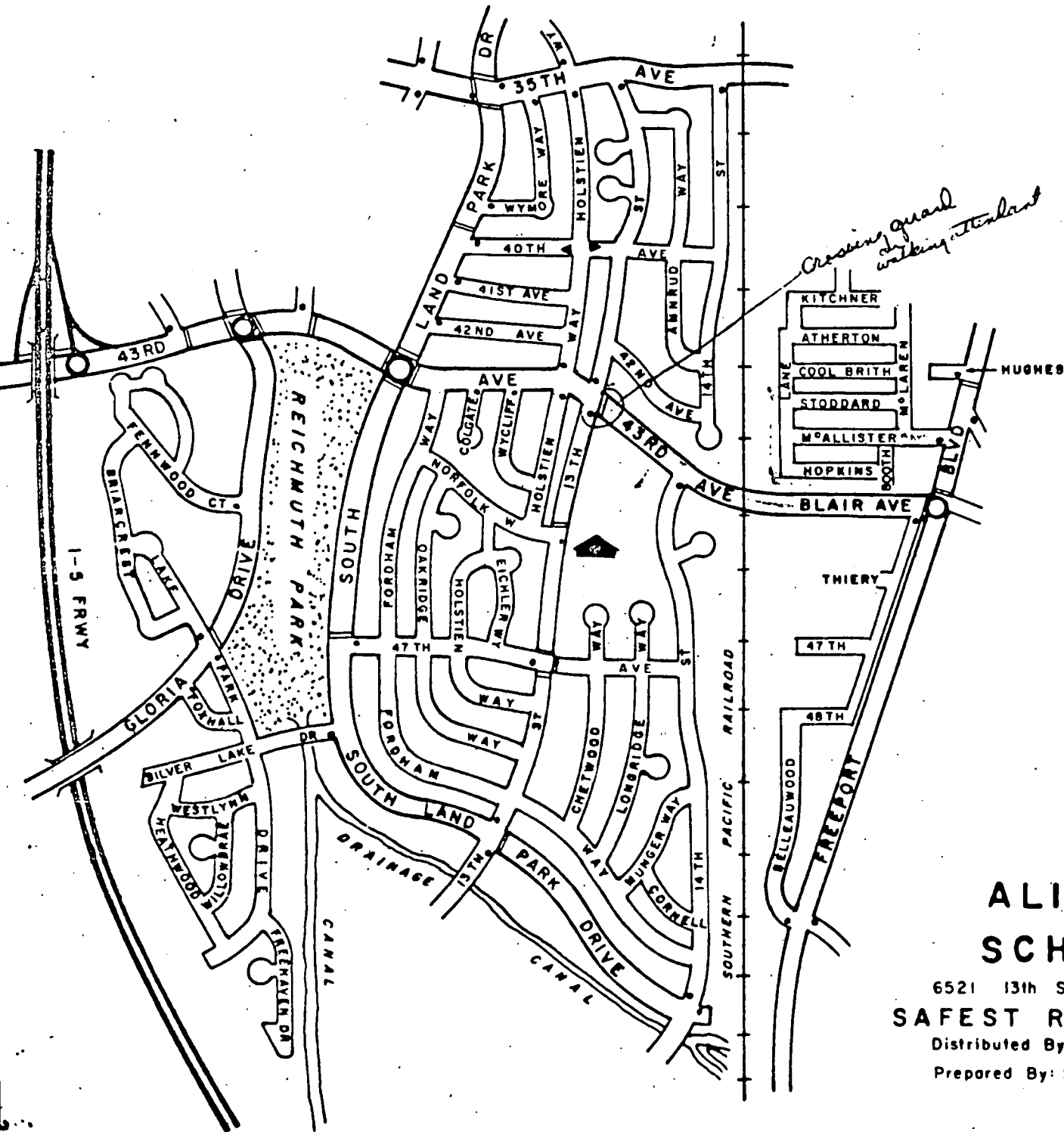
SACRAMENTO CITY SCHOOLS
BUSINESS DEVELOPMENT SERVICESMEMORANDUM

October 30, 1980


TO: Mr. Gary Ferguson
Safety OfficerFROM: Sue C. Nelson
Principal

As shown on the attached sheet, a safety hazard exists for the children who live in the Argonaut area - Hopkins, McAllister, McLaren or Stoddard Streets. Those students can only enter their streets by proceeding east on Blair Avenue to Freeport Boulevard. Blair Avenue is an industrialized area where quite a few large trucks back onto the street. It's difficult for small children to see or anticipate this kind of traffic and equally difficult for the drivers to see or anticipate the traffic of school children.

Atch 2



LEGEND

- STOP SIGN ●
- YIELD SIGN ▼
- SIGNAL ○
- CROSSWALK =
- ALICE BIRNEY SCHOOL 

**ALICE BIRNEY
SCHOOL DISTRICT**

6521 13th Street Phone 454-8630
SAFEST ROUTE TO SCHOOL MAP
 Distributed By: Sacramento City Unified School District
 Prepared By: Sacramento Traffic Engineering Division

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
OFFICE OF THE PRINCIPAL

Earl Warren Elementary School

5420 LOWELL STREET
SACRAMENTO, CALIFORNIA 95820
454-6289

RECEIVED
OCT 31 1980

SACRAMENTO CITY SCHOOLS
RISK A

Mr. Gary Ferguson
District Safety Officer
Sacramento City Unified School District

The corner of Lowell Street and Fruitridge Road is a traffic hazard for elementary students traveling to and from school. There is a need for an adult crossing guard. Teachers and parents of the community will not allow their children to be on a school patrol because they believe they are putting their children in a dangerous situation. Therefore, Earl Warren School does not have a student patrol. Earl Warren has ninety-five to a hundred children that cross at this intersection daily. This intersection has many various and dangerous types of vehicles traveling on it daily. There is a real need for an adult crossing guard.

Sincerely,

Richard M. Cisneros
Principal

RMC:s1

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

ADMINISTRATION BUILDING



RECEIVED

OCT 23 1980

SACRAMENTO CITY SCHOOL
RISK MANAGEMENT SERVICES

October 16, 1980

MEMORANDUM

No. B-38

Topic: SCHOOL CROSSING PROTECTION

To: All Elementary School Principals

The Sacramento City Traffic Engineer has requested, in a letter to the superintendent dated September 18, 1980, concerning "School Crossing Protection," that each school district in the city's boundaries request its elementary school principals to ascertain and report any situations existing where the construction of a new school or changes in school boundaries have created potential traffic safety hazards for elementary students traveling to and from school.

Prior to the passage of Proposition 13, the city's Traffic Engineering Division annually updated and issued to all school districts, the "Safest Route to School Map" for the elementary schools within the city of Sacramento. Since 1978, the communication of potential traffic safety hazards between the school districts and the city Traffic Engineering Division has been on a less encompassing and on a more individualized case-by-case basis.

While not specifically requested by the county, principals of schools outside the city limits should also utilize this opportunity to carefully review your routes and report all potential traffic safety hazards so we may report this information to the county Traffic Engineering Division. Please submit this important information concerning our elementary schools located in both the county and the city of Sacramento to our district safety officer, Gary Ferguson, Box 35, not later than October 31, 1980. Negative responses are also requested.

In reporting your potential traffic safety hazards, please specify the exact locations and nature of the problem, the number of students crossing at each of these locations, the times of day each location is a problem, and finally, list any specific assistance you feel the city and/or county traffic engineers can provide to alleviate each of these situations.

Any questions regarding this memorandum are to be directed to Gary Ferguson, safety officer, Ext. 8430.

Herman L. Pede
Assistant Superintendent
Business Services

Approved:
E. Tom Giugni
Superintendent

HLP:GBF:mh/105K

Sacramento Unified School

These are already

under continuing study

by the Traffic Engineers

CITY OF SACRAMENTO



TRAFFIC ENGINEERING DIVISION

1003 J STREET - SUITE 202

SACRAMENTO CALIF 95814

TELEPHONE 418

TRAFFIC ENGINEERING 449 1301

OFF STREET PARKING 449 5384

ON STREET PARKING 449 5844

September 18, 1980

Robert J. Bone, Principal
 Caroline Wenzel Elementary School
 6870 Greenhaven Drive
 Sacramento, CA 95831

Dear Mr. Bone:

We have completed another survey of your school crosswalk on Greenhaven Drive at Katz Avenue. Our survey was conducted on September 18, 1980, between the hours of 8:00 AM to 8:30 AM and a total of 67 children were observed crossing at this location. The children crossing Greenhaven Drive had little or no trouble getting across.

Based upon our completed study, this location still does not warrant an adult crossing guard. However, we would strongly recommend that two (2) school-traffic patrol people be stationed at this location, and that they fully understand the responsibilities and safety of their duties.

As you may know the intersection of Florin Road and Greenhaven Drive is currently under construction for signalization. When this signal is operational the traffic pattern may change. We would appreciate your contacting this Division for any further crossing guard studies that you may feel are deemed necessary if conditions change adversely. If you have any questions regarding this matter please do not hesitate to telephone.

Sincerely,

Richard J. Folkers
 Assistant Traffic Engineer

RJF/MH/vsp

* We do this except we have one(1) student because
 of limited student time and interest.

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

OFFICE OF THE PRINCIPAL

Hollywood Park School

4915 HARTE WAY

SACRAMENTO, CALIFORNIA 95822

MEMORANDUM

TO: Gary Ferguson
Safety Officer

FROM: John P. DeRuiter
Principal



TOPIC: SCHOOL CROSSING PROTECTION

RECEIVED
OCT 31 1980

SACRAMENTO CITY SCHOOLS
RISK MANAGEMENT SERVICES

There have been no boundary changes nor significant construction in the Hollywood Park School area in recent years, therefore this is essentially a negative report. However, there are two situations you should be aware of.

- 1) There is a crossing guard at Fruitridge Road and Helen Way. After Proposition 13 there was a proposal to remove the crossing guard. This is an extremely dangerous crossing for students. The guard was placed there many years ago after a fatal accident. We have 40 students using that crossing when they walk to school. The parents here will continue to resist any effort to remove the crossing guard.
- 2) Over the years, parents have requested some kind of relief to reduce the hazard to students crossing 24th Street at 26th Avenue. Requests have been denied in the past because of the small numbers of students involved. We currently have thirteen students crossing 24th Street on the way to school. The parents continue to be concerned about crossing 24th Street.

10-30-80

Atch 5

Bret Harte Elementary School

2751 9TH AVENUE
SACRAMENTO, CALIFORNIA 95818
454-8428

RECEIVED

NOV 21 1980

SACRAMENTO CITY SCHOOLS
RISK MANAGEMENT DEPT.

November 19, 1980

TO: Gary Ferguson
Safety Officer

FROM: Tom Williams *TLW*
Principal

RE: School Crossing Protection

We feel that we have a very dangerous intersection in the Bret Harte attendance area. The intersection is located at 8th Avenue and Franklin Blvd. This crossing could be made safer by simply marking it more clearly. Also, the traffic signal is a caution light unless the students press a button to activate the traffic light

During the hours of 7 a.m. - 5 p.m., the light should be a red/green light.

Unfortunately, Della McGinnis, a fourth grade student, was hit by a car on November 4, 1980, at this dangerous intersection. Fortunately, she was not seriously injured.

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

Peter Burnett Elementary School

6032 36TH AVENUE
SACRAMENTO, CALIFORNIA 95824

RECEIVED

NOV 6 1980

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
RISK MANAGEMENT DEPARTMENT

(916) 454-8128

ROBERT HERNANDEZ
Principal

October 31, 1980

TO: Gary Ferguson, Safety Officer
FROM: Robert Hernandez, Principal
SUBJECT: SCHOOL CROSSING PROTECTION

As many as 26 students at one time cross the intersection of 65th Expressway and Mc Mahon Drive on their way to and from school each day. Some of our parents feel this is a potential traffic hazard.

Atch 7

SUTTERVILLE SCHOOL
November 24, 1980

RECEIVED

NOV 26 1980

SACRAMENTO CITY SCHOOL DISTRICT
RISK MANAGEMENT DEPT.

TO: GARY FERGUSON
Safety Officer

FROM: HENRY MORITA
Principal
454-8126

SUBJECT: POTENTIAL TRAFFIC/PEDESTRIAN SAFETY HAZARDS

Other than a lack of sidewalks along a number of streets in the Sutterville School attendance area, I have identified several potential traffic/pedestrian safety hazards that, in my opinion, for possible study and action.

POTENTIAL HAZARDPOSSIBLE STUDY & ACTION

- | | |
|---|--|
| <p>1. Approximately 45 students must cross Fruitridge Road at the Monterey Way-Fruitridge Road stop light. Continuing north along Monterey Way towards the school, these students must cross Shirley Drive, Arvilla Drive and Tradewinds (on the west side of Monterey Way). Only Oregon Drive has stop signs.</p> | <p>1. Monterey Way should be a through street. Stop signs should be installed at the intersections of Shirley Drive, Arvilla Drive and the southwest corner of Tradewinds. In addition, a stop sign should be placed on the southwest corner of 27th Avenue and the southeast corner of Gilgunn Way.</p> |
| <p>2. The railroad embankment between the Del Rio Road railroad crossing and the western corner of 27th Avenue has been "asphalted". Approximately 33 students who live west of the railroad cross at this point. Those who ride bicycles careen down the embankment and, on several reported instances, very nearly have been hit by cars.</p> | <p>2. Chain link fencing should be placed on both sides of the track so that students can <u>only cross at the Del Rio stop sign area</u> or a path leading down to the south side of 27th Avenue.</p> |

Please contact me if I can be of further assistance.

cc: Alicia Meza

Atch 8

RECEIVED
OCT 31 1980

SACRAMENTO CITY SCHOOLS
RISK

M E M O R A N D U M

October 29, 1980

To: Gary Ferguson, Safety Officer, Sacramento City Unified School District

From: William E. Geisreiter, Principal of Bear Flag Elementary School

Subject: SCHOOL CROSSING PROTECTION

In compliance with Memorandum No. B-38 dated October 16, 1980, the following school crossings are seen as being hazardous:

1. Please refer to the attached copy of my letter to Mr. Les Frink and a copy of the reply from Ted Nunes, Traffic Engineering Division of the City of Sacramento.
2. I have been told that the City of Sacramento plans to construct an overcrossing on Riverside Blvd. near Clipper Way. While children living on the west side of Riverside Blvd. are provided free bus service to and from Bear Flag School, many children in this area choose to walk to school presenting a hazard walking across Riverside Blvd. An overcrossing would eliminate this hazard.

September 12, 1980

Les Frink, Traffic Engineer
City of Sacramento
1027 J Street
Sacramento, Ca. 95814

Dear Mr. Frink:

A group of parents came to me and expressed their concern regarding the vehicular and pedestrian traffic on Gloria Drive between Florin Road and the overcrossing of Interstate 5.

The major concerns are as follows:

1. Vehicular traffic has increased as the Greenhaven and surrounding areas have become more populated. Gloria Drive has become a heavily used thoroughfare to go from Florin Road to the freeway.
2. Drivers are not keeping within the posted speed limits.
3. Young drivers from J. F. Kennedy High School cause an additional hazard since they are dismissed on a regular schedule and cause congestion at these times.
4. There is little safety for young (ages 5-12) children to cross Gloria Drive except for the pedestrian overcrossing next to Bear Flag School.
5. The four-way stop at Gloria Drive and Greenhaven Drive does not provide a safe place for young children to cross Gloria Drive or Greenhaven Drive.

I have talked with Ron Morgan, Principal of J. F. Kennedy High School and he, too, is concerned with traffic in the aforementioned area and others.

2.

It would be appreciated if you or a member of your staff would evaluate the above conditions and contact me as soon as possible with your findings.

Thank you very much.

Sincerely yours,

William E. Geisrafter, Ed.D.
Principal

MEG:cp

cc: Mr. Ron Morgan, Principal
J.F. Kennedy High School
Mr. Tho Han Touneh, Parent
Bear Flag School
Mrs. Daphne Schaffer, President
Bear Flag P.T.A.



CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION

1023 J STREET - SUITE 200

SACRAMENTO, CALIF 95814

TRAFFIC ENGINEERING	648 6307
OFF STREET PARKING	648 6384
ON STREET PARKING	648 6844

October 16, 1980

William I. Geisreiter, Ed. D.
 Bear Flag Elementary School
 6620 Gloria Drive
 Sacramento, CA 95831

Dear Dr. Geisreiter:

We have received your request expressing concerns regarding the vehicular traffic on Gloria Drive between Florin Road to the freeway and for the past few weeks, we have been conducting an in-depth study to determine if there is any cause for remedial action. There were five primary studies made on Gloria between Greenhaven and Havenside, volume count, gap analysis, speed study, student count and past accident history. The following information is the result of those studies:

1. Traffic volume: A recent count was made by our field service people on October 14, 1980. This count registered 4211 cars over a period of 24 hours. We went back in the files and pulled the counts taken two years ago on September 5, 1978 which showed a total of 5246 vehicles at that time. We have no idea what has changed the traffic pattern in the area but this does show a 19% decrease of vehicular traffic in the past two years.
2. Speed: The present speed limit on Gloria is 35 mph. An engineering study such as the speed study made on Gloria Drive (September 22, 1980 and September 23, 1980) must be made to establish a speed limit. Experience has shown that the speed below which 85 percent of the traffic normally travels is the speed that best constitutes a safe and reasonable limit. The 85 percentile on Gloria Drive was 40 mph so, therefore, the safe and reasonable speed on Gloria would be 40 mph; however, the limit was lowered and set at 35 mph.

We know and agree that some motorists are traveling over and above the legal limit and we have submitted this information to the Police Department in hopes of gaining some control.

We have made studies throughout the City and find the problems on Gloria Drive are no greater than other sections in the immediate area or in many sections in the City. If there were some sure control or deterrent to stop the constant abuse of our speed laws, we certainly would put them into practice immediately.

Dr. Geisreiter

-2-

October 16, 1980

3. Student count: We called your office and was given the time children report to school and break from school. On two different days, we made studies at the intersections of Gloria & Greenhaven and Gloria & Havenside. On October 1, 1980, we counted one student at the intersection of Gloria & Havenside between the hours of 2:00 and 3:30 pm, and on October 3, 1980, none between the hours of 8:00 and 8:30 am. At Gloria & Greenhaven on the same day, there were six students that crossed between the hours of 8:00 and 8:30 am. The small number of children walking to school negates any justification in gaining any further control at this time since the City Council has adopted a policy that the City will not provide a crossing guard at a location where less than 20 children cross. It is felt that the parents or school officials should take care of such locations.

Although conditions do not warrant further controls at this time, I must say that with the overhead crosswalk, these children have a tremendous advantage over other school areas that are not quite as fortunate. At no time should any child cross Gloria Drive to get to school if they use the overhead pedestrian way. I believe it is a case of educating the child in knowing the safest route to school.

4. Gap analysis: A gap analysis study is to determine if there are enough gaps of sufficient length for children to cross safely without waiting until they become impatient. The length of an acceptable gap is calculated based on the street width and walking speed of the child to react to conditions and decide if the gap is long enough. An acceptable gap is one that occurs one or more per minute. The study did fall short of the number of necessary gaps when the study was made on October 1, 1980 and October 31, 1980; however, as mentioned before, it is not necessary for the children to cross Gloria at any given point.

5. Accident history: Our accident records on file and E.D.P. accident print-out sheets show a minimal number of accidents in the past two years back through 1979, one at Senior Way in 1980 and three in 1979, one at Senior Way and two at Greenhaven Drive. All the accidents were auto accidents and there were no pedestrian auto-involved accidents during that period.

Before closing, I would suggest that those children living on the south side of Gloria Drive use Senior, Trestle, or the south side of Gloria Drive to the overhead crosswalk going to and from school.

We thank you for your interest and for bringing to our attention the problems which exist on City streets. I am sure with the Police Department monitoring Gloria Drive at times will minimize the speeds of some but will not completely correct the situation. If there are any further questions regarding the above, please do not hesitate to call me at 449-5307.

Sincerely,

Ted Nunes
Traffic Engineering Technician

TN/mf

RECEIVED
NOV 26 1980

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT
RISK MANAGEMENT DEPARTMENT

November 19, 1980

To: Mr. Gary Ferguson
District Safety Officer

From: Mrs. Glayds Y. Yung
Principal
William Land School

Subject: POTENTIAL TRAFFIC SAFETY HAZARDS

The students at William Land School cross many major arteries to and from school: Eastern boundary, 21st, 19th, 16th, 15th streets.
Western & Northern boundary, Downtown - Central City
Ping Yuen Center, Capitol Towers, 4th & 5th, S & T
Streets, Southside Park
Southern, W and X Streets at 11th and 12th Streets - off
and near on ramps to freeways

✓ Signals

GYP:gf

Atch 10

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

OFFICE OF THE PRINCIPAL

*John D. Sloat Elementary School*7525 CANDLEWOOD WAY
SACRAMENTO, CALIFORNIA 95822

454-8100

MEMORANDUM

October 28, 1980

TO: Mr. Gary Ferguson, District Safety Officer

FROM: *Pauline Travis*
Dr. Pauline Travis, Principal

SUBJECT: School Crossing Protection

This school is the receiving school for a shelter for battered wives located on Pocket Road. The children must walk to school from the shelter, crossing over the freeway entrance and Freeport Boulevard.

The shelter is a temporary residence for these families and the number of students residing there fluctuates. During one period this year there were 6 Sloat students residing there. As of this date there are 2 Sloat students living in the shelter. The times the children come to school vary. Early classes start at 8:30 a.m.; late primary and intermediate classes start at 9:40 and 9:20 a.m.; early primary and intermediate dismissal times are 1:40 and 2:35 p.m.; late primary and intermediate dismissal times are 3:00 and 3:25 p.m.

Since anonymity must be maintained for the protection of the shelter residents, school personnel are not privy to the exact location of the shelter. It would be helpful to have school crossing guards assigned to these 2 potentially hazardous areas when children attending Sloat school are in residence.

PT:cr

cc: Dr. Robert Parker, Assistant Superintendent-Area III

Atch II

November 21, 1980

William G. Vanasen, Deputy Superintendent
Support Services
North Sacramento School District
670 Dixie Avenue
Sacramento, CA 95815

Dear Mr. Vanasen:

This is in response to your letter of October 17 outlining areas of concern for pedestrian safety in the area of the various schools within the North Sacramento School District. This division has conducted surveys and investigations of the requests from each school with the following results:

D. W. Babcock School - Three potential problem areas were identified by Larry Lester, Principal. They are: (A) The crossing of the I-80 north-bound offramp at El Camino Avenue, (B) The intersection of Albatross Way and Woolley Way, and (C) The intersection of Connie Drive and El Camino Avenue.

During the period of 8:00 a.m., to 8:30 a.m., the intersection of I-80 north-bound offramp and El Camino Avenue was observed to have 10 children of elementary school age crossing. Traffic from the freeway offramp traffic was minimal during this time, and only two autos entered the intersection from the freeway while children were waiting on the sidewalk.

It should be noted, as was expressed in Mr. Lester's letter, only once was the pedestrian crossing light, for crossing the offramp traffic, actuated by the children. All other crossings were made against the "DON'T WALK" cycle. We encourage continued attempts by the school to educate students on the proper crossing of streets. Your request for monitoring this intersection and citing violators will be forwarded to the Police Department for action by them.

Sixteen children crossed Albatross Way on their way to school. We would like to encourage crossing of Albatross Way at Silica Avenue to allow children to walk along the west side of Albatross Way, which appears to be in better condition, rather than the east side. We will, therefore, be installing a crosswalk at that location rather than at Woolley Way, as requested.

During our observation, only one student crossed El Camino Avenue at Connie Drive and none at Albatross Way. This student was escorted across El Camino Avenue by his father. We do not wish to make it desirable to cross El Camino at these locations. The best and safest way to cross El Camino Avenue is at the signal at Ethan Way or the signal at the freeway offramp. We must deny this request.

William G. Vanasen

-2-

November 21, 1980

Dos Rios School - Crossing Guard Request. Seventy children were observed crossing Richards Boulevard at the Dos Rios Street during the period of 8:00 a.m., to 8:30 a.m. The signal was in complete control of the traffic situation during this time, and the children were well trained and behaved in crossing Richards Boulevard. Based on the lack of traffic activity when the signal is activated and adequate gaps in the traffic stream, a crossing guard must again be denied at this time.

Noralto School - Crossing Guard Request. One hundred and eight students were observed crossing Norwood Avenue at Las Palmas Avenue during the periods from 7:45 a.m., to 8:20 a.m., and 8:50 a.m., to 9:20 a.m. Once again, the signal was in control of the traffic situation, and there were adequate gaps in the traffic stream. Turning movements across the crosswalk were minimal. Based on our criteria, we must deny the request for a crossing guard at this time.

It was observed that due to the minimal traffic during the observation period, many students crossed at midblock without the aid of the signal. We would encourage the school to stress the importance of crossing Norwood Avenue at the signal.

Smythe School - Crossing Guard Request. The location of Northgate Boulevard and Wilson Avenue was observed from 7:45 a.m., to 8:15 a.m. During this period, 13 students crossed Northgate Avenue. This division does not want to encourage students to cross at this location and must deny this request for a crosswalk. We appreciate the efforts of Ms. Kirchgater in cautioning students about this location and ask that she continue to request the students to cross at the signals at West El Camino or Haggin Avenue.

Strauch School - Request Continuation of Crossing Guard. Thirty-two children were observed crossing Northgate Boulevard at Potomac Avenue from 7:55 a.m., to 9:30 a.m. Based on the traffic activity and the amount of pedestrians, we recommend the continuation of this crossing guard.

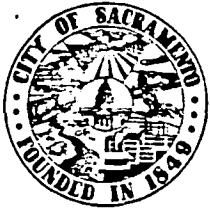
This concludes our investigation of the requests submitted to us by the North Sacramento School District. If you have any question regarding any of our findings or have additional areas that need investigation, please contact me.

Very truly yours,

James H. Bloodgood
Assistant Civil Engineer

JHB/mf

cc: Frank Silva, Police Department



CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION

1023 J STREET — SUITE 202

SACRAMENTO, CALIF. 95814

TELEPHONES (916)

TRAFFIC ENGINEERING 449-5307

OFF-STREET PARKING 449-5354

ON-STREET PARKING 449-5644

March 23, 1981

Mr. Gary Ferguson
Safety/Loss Control Risk Management Services
Sacramento City Unified School District
1619 N Street
P. O. Box 2271
Sacramento, CA 95810

Subject: School Crossing Protection

Dear Mr. Ferguson:

This Division has completed investigations of locations of potential crossing conflicts which were outlined in Mr. Pede's letter of January 12th. This report will outline the problems as stated, indicate the results of the investigation and the corrective action taken or mitigating measure suggested.

Oak Ridge School

It was requested that a traffic study be performed to determine if an adult crossing guard is warranted at the intersection of 21st Avenue and Sacramento Boulevard. If a crossing guard was not warranted, it was requested that the signal be timed such that pedestrians could cross Sacramento Boulevard prior to the signal turning green, allowing for left turns onto Sacramento Boulevard.

A crossing guard analysis was performed and it was determined that this location did not meet the criteria established for guards at signalized intersections.

The type of signal operation requested is not possible at this location due to the limitations of the present controller unit. We will place this location on our five-year Capital Improvement Program for upgrade but the results of our investigation and the present status of the Capital Improvement Program indicate that it could be several years before adequate moneys can be set aside for a new controller unit.

It was concluded that adequate gaps in the left-turn movement exist to allow for safe crossing of Sacramento Boulevard when good safety habits and discretion are exercised.

Alice Birney School

It was requested that this Division look into the possibility of marking the commercial driveways and eliminating some on-street parking in the commercial

Mr. Ferguson

-2-

March 23, 1981

area of Blair Avenue between Freeport Boulevard and the Southern Pacific Railroad tracks and thus increase the visibility in this area.

Upon investigation, it was found that driveway brackets were already in place and red curb exists at several locations. Several violations of these regulations were observed by our investigators, however.

The Blomberg Glass Company was contacted and it was requested that a notice be posted on their bulletin board requesting the elimination of illegal parking habits such as double parking and blocking driveways. A request has been sent to the Police Department to supplement this action by additional enforcement of the parking regulations.

Earl Warren School

It was requested that this Division again look into the possibility of placing an adult crossing guard at the intersection of Lowell Street/Wallace Avenue and Fruitridge Road. On February 2, 1981, this Division conducted a crossing guard study at both the starting and dismissal times for Earl Warren School.

Based on the number of students crossing Fruitridge Road, traffic volumes, speed, turning movements and gaps in the traffic stream caused by the operation of the pedestrian-actuated signal, this location does not warrant an adult crossing guard at this time. No significant change was indicated at this location when compared to the study prepared by this Division in January of 1980. The traffic signal appears to be handling the traffic situation adequately.

Caroline Wentzel School

The request for this school concerns the crosswalk on Greenhaven Drive at Katz Avenue. It is requested that a survey be conducted to determine if an adult crossing guard is warranted at this location. Also, to check into the possibility of installing undulations, flashing caution lights, stop signs or traffic signals at various locations on Greenhaven Drive.

As was stated in your letter to this Division, a crossing guard analysis was conducted for this location on September 8, 1980. At that time, a crossing guard was not warranted. As a result of this additional request, we ran another crossing guard study at this location on February 18, 1981, after the turn-on date of the traffic signals at Florin Road and Greenhaven Drive and at Riverside Boulevard and Greenhaven Drive. Once again, this location failed to meet the criteria established to warrant a crossing guard.

Greenhaven Drive is classified as a major street in the City of Sacramento street system standards. The criteria for placing undulations on City streets established by the City Council does not allow for the placement of undulations on those streets classified as major. We, therefore, cannot recommend the placement of undulations on Greenhaven Drive.

This Division has studied the possibility of placing signals on Greenhaven Drive previously. The intersection of Gloria Drive and Greenhaven Drive presently

Mr. Ferguson

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March 23, 1981

ranks No. 40 on the Traffic Signal Priority List but at this point does not have a tentative budget date. The intersection of Greenhaven Drive and Katz Avenue is presently ranked No. 30 on the Pedestrian Crossing Priority and also does not have a tentative budget date.

Due to Greenhaven Drive's designation as a major street, a placement of stop signs may be done only according to the standard set forth in the State Traffic Engineering Manual. Streets with cross traffic that would justify the stopping of Greenhaven Drive are Florin Road and Gloria Drive, both of which presently are controlled.

We have been in contact with the Police Department and have requested additional enforcement by their Traffic Division. Attached you will find copies of the enforcement action taken by the Police Department for the first two months of 1981. At this time the police are continuing their monitoring of this location.

Hollywood Park School

It was requested that this Division perform a traffic survey to ascertain if traffic conditions warranted the placing of a pedestrian-actuated traffic signal or an adult crossing guard at the intersection of 24th Street and 26th Avenue/ Irvin Way.

This Division conducted a crossing guard analysis of this location on February 4, 1981. Five students were observed to cross at this location. To qualify for an adult crossing guard, there must be a minimum of 20 students. This location is, however, presently ranked No. 2 on the Traffic Signal Priority List and is budgeted for construction in fiscal year 1984-85.

Presently, the boundary line between Hollywood Park School and Ethel Phillips School is the Western Pacific Railroad tracks. Perhaps, as a mitigating measure, until the installation of the traffic signal at 24th Street and 26th Avenue/ Irvin Way, the boundary line between these two schools can be shifted to 24th Street, thus eliminating the need for any children to cross 24th Street.

Bret Harte School

See attachments regarding Bret Harte School.

Peter Burnett School

It was requested that this Division look into the feasibility of having a separate walk phase for pedestrians and school children at the traffic signal at the intersection of 65th Street Expressway and McMahon Drive.

Presently, the signal controller in use at this location does not have the capability to operate in this manner. The controller may be replaced, however, during fiscal year 1981-82. It may be possible to have a phase split that can accommodate this request at that time.

Mr. Ferguson

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March 23, 1981

Upon observation, it appeared that students had very little trouble crossing at this location. To increase crossing ease, though, it may be advisable to instruct students to utilize the south crosswalk at this location. This would decrease any interference encountered by the students from eastbound McMahon Drive traffic turning left. This would only apply during the morning commute hour.

Sutterville School

Three potential problems were forwarded to this Division in the area of Sutterville School. First, it was requested that the asphalt railroad embankment on Del Rio Road, south of 27th Avenue, be chained off to prevent bicyclists from riding on the leveel. Second, to make Montgomery Way a through street, thus installing stop signs at Shirley Drive, Arvilla Drive and Tradewinds Avenue. Third, to place a stop sign at the southeast corner of Gilgunn Way and 27th Avenue.

With regards to the first request, Traffic Engineering Division has determined that the owner of the property is the Southern Pacific Railroad Company. The State of California, however, may be purchasing this railroad line in the near future for a historic trolley ride emanating from Old Sacramento.

We have been in contact with Southern Pacific Railroad Company, offered our suggestions, and recommended that they work directly with the School District in this matter. If such a fence is constructed, we would request that the school and the parents advise the children to utilize the pedestrian crossing at 27th Avenue due to lack of adequate off-road pedestrian area on Del Rio Road south of Normandy Lane.

Based upon past history, traffic counts and speed surveys, this Division does not recommend the adoption of Monterey Way as a through street. The placing of stop signs on Shirley and Arvilla Drives could create a raceway on Monterey Way in the vicinity of Sutterville School. Present traffic levels are very minimal on both Shirley and Arvilla Drives.

Once again, based upon the traffic data, warrants, and past history, this Division cannot recommend the placement of a stop sign at this time. This is a "T" intersection and traffic appears to be using discretion and good sense in maneuvering through this intersection.

Bear Flag School

Information regarding the construction schedule for the pedestrian overcrossing on Riverside Boulevard near Clipper Way was requested.

This project is presently under design in the City's Engineering Department, and work is expected to begin in April of this year. Completion of this project should be in the fall of 1981. For detailed information, the Engineering Department should be contacted.

Mr. Ferguson

-5-

March 23, 1981

William Land School

Mrs. Glayds Y. Peng's memorandum indicated that any future traffic studies in the William Land School area should take into consideration that students attending this school must cross several major arterials.

Traffic Engineering will review all future studies with this in mind. Presently, traffic signals exist on S, T, W & X Streets at 5th, 9th, 10th, 11th, 15th, 16th, 19th and 21st Streets. Also, signals are in operation on W and X Streets at 11th Street, and a pedestrian-activated signal is present at 9th and V Streets.

In addition to these signals, a crossing guard aids students in the crossing of 10th Street at V Street. Recently, this Division installed a crosswalk on the south leg of the intersection of 8th and V Streets to aid students who travel through South Side Park to and from school and to direct the students toward the signal at 9th and V and the crossing guard at 10th and V.

If there are any items that require our immediate attention in this area, please contact us.

John D. Sloat School

It was requested that Traffic Engineering look into placing a crossing guard at Pocket Road and the Interstate-5 Freeway ramps. Dr. Pauline Travis, Principal of John D. Sloat Elementary School, stated in her memorandum that there is a home for battered wives on the west side of Interstate-5. Presently, two children reside at the shelter with their mothers and must cross I-5 via the Pocket Road overcrossing to attend school. The criteria for placing a crossing guard at a location requires a minimum of 20 students so we cannot recommend placing of a crossing guard at this time. Also, traffic was very light during the morning when these children were enroute to school. Upon investigation, we found that the shelter is east of Greenhaven Drive on Pocket Road, therefore, being at a minimum of 5,700 feet from the school. We also found out that school buses do travel Pocket Road.

Based upon the distance from the school, the availability of busing and the lack of sidewalk improvements on Pocket Road, it is our recommendation that the school bus schedule be adjusted to provide transportation to and from school for the children whose mothers are temporarily staying at this center.

School District Office

In addition to the concerns expressed by the various principals of the schools mentioned above, the School District office had requested our investigation of the alley between 16th and 17th Streets, N Street and Capitol Avenue. Specifically, they were requesting that a stop sign be placed in the alley and the elimination of parking on both sides of the alley exits on the streets.

This situation is common on the downtown central core area. By California Vehicle Code, all automobiles entering a public street from an alley or a driveway are required by law to stop before entering the public thoroughfare. Also,

Mr. Ferguson

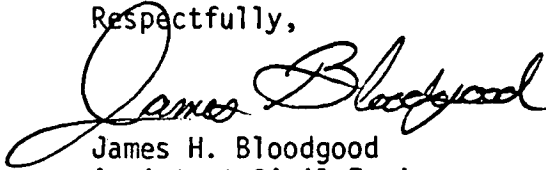
-6-

March 23, 1981

removal of parking would not increase the visibility to any great extent. Buildings are constructed up to the sidewalk, also creating visibility problems. Seventeenth Street is not a heavily-traveled street and exiting the alley can be done with relative ease. Sixteenth Street is State Route-160 and gaps in the traffic stream appear due to the operation of the traffic signal at N and 16th Streets. The situation at this location is no greater or worse than several other locations. We recommend no action at this time.

This concludes our investigation of the areas mentioned. We hope we have answered all of the questions to your satisfaction but if you have any questions regarding the above information or any other items, please contact me.

Respectfully,

A handwritten signature in cursive script that reads "James Bloodgood". The signature is written in dark ink and is positioned above the typed name and title.

James H. Bloodgood
Assistant Civil Engineer

JHB/mf
Attachments

cc: Ron Parker

DATE 11-14-80

SACRAMENTO POLICE DEPARTMENT

NO 12-001

TIME _____

TRAFFIC
CITIZEN OBSERVATION REPORT

SECTOR: 4 CO7

cc: PATROL _____

LOCATION Greenhaven dr, Katz to Greenway

PROBLEM SPEED

TIMES School hours ^{0830 to 1400} DAYS OF WEEK School days

COMPLAINANT D80-47 ^{Mrs Byrd} ADDRESS 7087 Reichardt PHONE 372-01

REPORTED TO: Lt. Silva DOES COMPLAINANT WISH CONTACT YES NO DATE _____

*****ACTION*****

Date	Time	Unit	Action and/or comments
1-8-81	0800-0900	M-14	NEG RESULTS
11-18-80	0800-0900	M-3	" "
11-19-80	0800-0900	M-3	1ct 22350 - School Teacher
11-20-80	0800-0900	M-3	1ct 22350
1-14-81	1030-1050	M-9	no action
1-29-81	1400	M-11	ct
2-3-81	1440-1515	M-5	NEG. Results
2-5-81	1600	M-14	1 citation 22350
2-6-81	1300	M-5	2 CIT.
2-7-81	1300/1400		2 CIT
2-7-81	1430-1630	M-14	5 cites 22350
2-7-81	1430-1630	M-16	3 cites 22350 or
2-9-81	1300	M-5	1 CIT.
2-12-81	1500/1530	M-16	NEG Results
2/14/81	17-1730	M-15	1 22350
2/14/81	12-1730	M-17	NO VIO.
2/25/81	1320-1340	M-14	No ACTION

Reasons for inactivation
new report - 3-5-81

Return to Traffic Section upon purge

T.E. Notified _____

Purge approval _____

DATE 11-7-80

SACRAMENTO POLICE DEPARTMENT
TRAFFIC

NO. 12-001A

TIME 0905

CITIZEN OBSERVATION REPORT

SECTOR: 4

cc: PATROL 2

LOCATION Greenham Dr & KATZ

PROBLEM Speeding - Ignoring School Crossing Guards - In

TIMES Going to School Home DAYS OF WEEK M-F

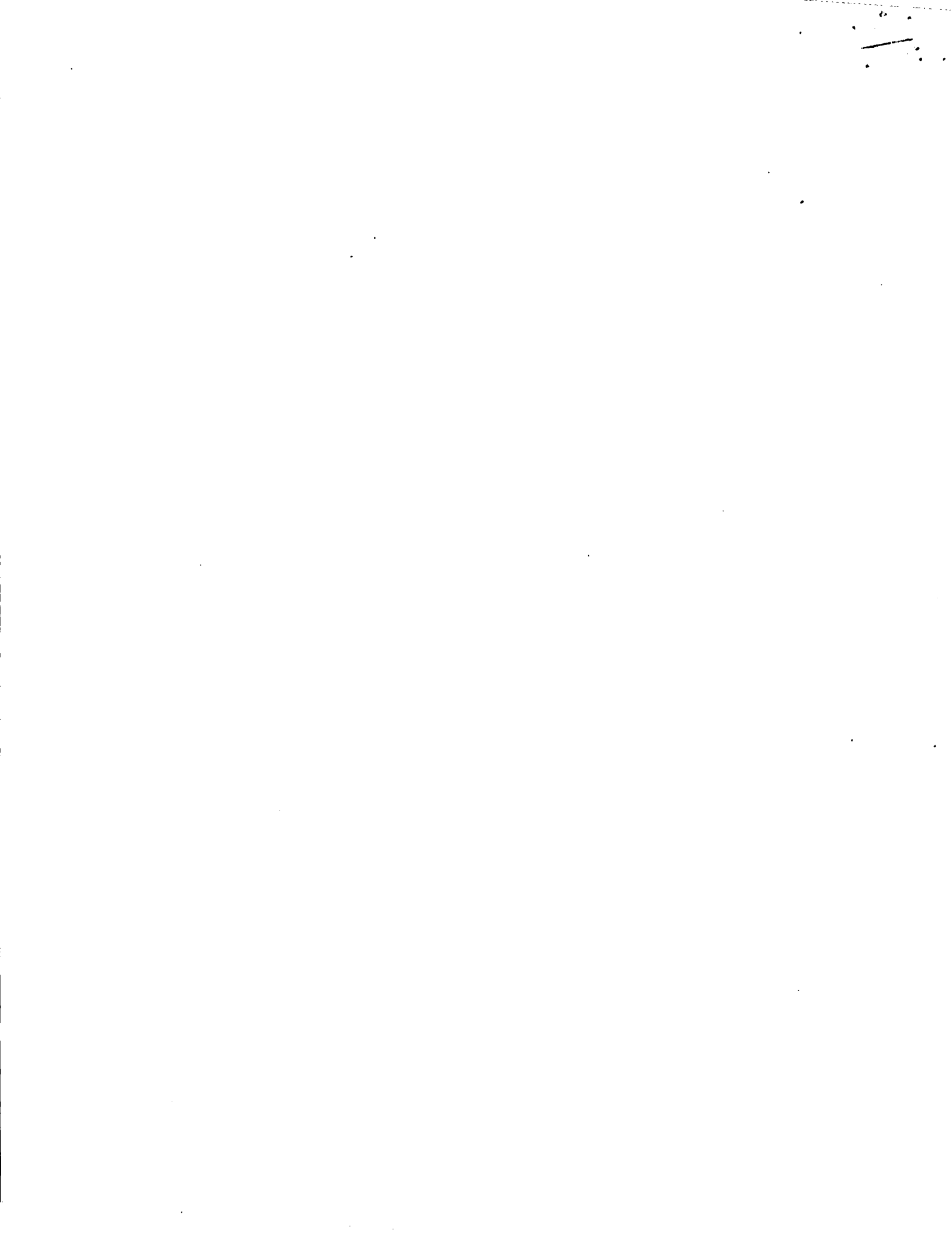
COMPLAINANT Mr Kuratomi - Mr Bone ADDRESS _____ PHONE _____
Council T. Hoebler

REPORTED TO: Lt. Silva DOES COMPLAINANT WISH CONTACT YES ¹¹⁻¹⁰⁻⁸⁰ NO

*****ACTION*****

Date	Time	Unit	Action and/or comments
01-08-81	0800-0900	M-14	NEG RESULTS
11-19-80	0800-0900	M-3	" "
11-20-80	0800-0900	M-3	1 CIT 22350 School Teacher
11-21-80	0800-0900	M-3	1 CIT 22350
1-11-81	1030-1050	M-9	No action
1-22-81	1200-1400	M-16	3 22350 cites, 1-24405 cite
1-23-81	1135-1200	M-16	2 22350 cites
1-29-81	1400	M-11	Ø
1-31-81	1130-1230	M-14/16	4 citations 22350
1-31-81	1630-1700	M-14/16	4 citations 22350
2-6-81	1300	M-5	2 CIT.
2-9-81	1300	M-5	1 CIT.
2/21/81	1630	M-17	2-22350
2/25/81	1320-1340	M-14	No ACTION
2-27-81	1250/1530	M-16	3 Speed
2-28-81	1200-1302	M-14	3 Speed

Reasons for inactivation
- New sheet 3-5-81
Return to Traffic Section upon purge
T.E. Notified



February 6, 1981

Mrs. Sharon L. Helmar
P.T.A. President
Bret Harte Elementary School
2751 9th Avenue
Sacramento, CA 95818

Dear Mrs. Helmar:

RE: Franklin Boulevard at Bret Harte Elementary School

This is in response to your letter of January 13 and my subsequent meeting with Mr. Tom Williams, Principal of Bret Harte School, and you. As a result of these communications, the Traffic Engineering Division has reviewed and investigated the concerns which were outlined.

The signing and the marking of the school crossing at Franklin Boulevard and 8th Avenue are sufficient. Since the School District has trimmed the trees on the school property, visibility of the warning signs for southbound Franklin Boulevard traffic is exceptional. Presently, visibility of the warning signs for northbound Franklin Boulevard traffic is adequate. However, should these signs become obscured, someone should contact this office, and we will have the trees cut back. This particular sign is supplemented by pavement legends which are in good condition.

During our meeting, you mentioned the possibility of installing a crosswalk on Franklin Boulevard at 9th Avenue. I must recommend against an installation at this location and request the encouragement of students to utilize the signalized crossing at Franklin Boulevard and 8th Avenue. Although this may require the students to walk a little further, the increase in safety more than compensates for this. I would like to mention that our investigators noticed 10 students crossing Franklin Boulevard midblock between 9th and 10th Avenues and two students crossing midblock between 8th and 9th Avenues.

The traffic signal at 8th Avenue and Franklin Boulevard was mentioned as an area of concern due to its flashing yellow operation. Presently, this is the best overall operation of this signal due to the characteristics of both the intersection and the signal controller unit itself. If a green phase were to be included in the signal operation as it was in the past, the signal would have to operate on a "fixed time" basis which stops traffic on

Franklin Boulevard every 50 seconds regardless if there were pedestrians or side street traffic or not. Working in this manner, Franklin Boulevard traffic will tend to become irritated at stopping for no reason and begin to ignore the signal, which is what happened in the past. We are, however, scheduling in our budget for 1981-82 funds for improvements at this location, along with improvements for the signals on Franklin Boulevard at 5th Avenue and at 2nd Avenue. The improvements at the Bret Harte signal will allow it to operate on a "semi-actuated" basis which will allow for Franklin Boulevard to show a green phase until the controller recognizes that there is either pedestrians or side street traffic wishing service. Presently, as you know, it can only respond if there are pedestrians.

As an interim measure, additional time will be given to the yellow clearance time and to the time the signal shows red to Franklin Boulevard before going to "WALK" for the pedestrians. Also, there will be a total of 15 seconds for the "WALK" and flashing "DON'T WALK" time. These changes should be quite helpful until the improvements I mentioned earlier are implemented.

I have two additional suggestions regarding the operations of this signal. First, the signal should not be activated by students unless children are going to be crossing. As stated earlier, if Franklin Boulevard traffic is stopped for no apparent reason, motorists can become frustrated, which can lead the drivers to ignore the signal completely. Second, pedestrians should not attempt to cross during the flashing "DON'T WALK" phase, as this is a clearance time for pedestrians already in the crosswalk to clear the intersection. Both of these habits were noticed by our investigator during the observation times.

The day care center on the corner of 9th Avenue and Franklin Boulevard generated some loading congestion which was also of concern. The investigators observed delivery vans plugging up the loading zone in front of the day care center for excessive periods of time. We will be in contact with the center to offer alternate locations for these vans to attempt to free the loading zone for parents to utilize in dropping off their children and, hopefully, reducing the congestion somewhat.

In closing, I would like to say that we appreciate the time you took to bring these items to our attention. We look forward to continuing good communications with your school and the others in Sacramento.

I know I have given you a lot of information. If you have any questions regarding our investigation or if I can clarify anything, please feel free to contact me.

Very truly yours,

James H. Bloodgood
Assistant Civil Engineer

JHB/mf
cc: Gary Ferguson, Safety Director
Tom Williams, Principal
Councilman Dan Thompson

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

Bret Harte Elementary School

2751 9TH AVENUE
SACRAMENTO, CALIFORNIA 95818
454-8428

January 13, 1981

Mr. Jim Bloodgood
Assistant Traffic Engineer
1023 J Street, Rm. 202
Sacramento, California 95814

Dear Mr. Bloodgood:

As President of the Bret Harte Elementary School PTA, I would like to bring to your attention a problem that is of grave concern to parents of the children attending Bret Harte School.

The problem is that the traffic flow along Franklin Boulevard between 6th Avenue and 10th Avenue which poses a safety hazard for Bret Harte School. Although, there is a flashing yellow traffic signal at the crosswalk of Franklin Boulevard and 8th Avenue, I feel this is less than adequate protection for the children who must cross Franklin Boulevard to go to school. My concern is based on the following:

1. The crossing is not marked very well. One of the school crossing signs is partially obscured by tree when the tree has leaves on it. (This problem does not exist during the winter months.) In essence, the sign is nearly impossible to see.
2. The traffic signal may be placed too high to be an effective warning mechanism for motorists. For some unknown reason, motorists often travel through the intersection without checking for approaching pedestrians.
3. Also, the Child Care Center at the corner of Franklin Boulevard and 9th Avenue generates traffic congestion and parking problems which contribute to the general safety problems for children attending Bret Harte.

To help prevent any accidents or injuries from this problem, Mr. Tom Williams, principal of Bret Harte, has constantly reminded children and parents that this hazardous situation exists. He constantly reinforces traffic safety rules for pedestrians and drivers.

This effort, however, is not the whole solution to this problem. I would like to ask you to visit Bret Harte School during the early morning hour to help us evaluate these serious traffic problems. Hopefully, together we will be able to solve this problem before we have another unnecessary accident. Please keep in mind that one student has already been hit by a car at this troublesome intersection.

I will be waiting for your reply. Hopefully, at that time we can set up a meeting to explore this problem further.

Sincerely,

Mrs. Sharon L. Helmar

Mrs. Sharon L. Helmar
PTA President Bret Harte School

cc: Mr. Gary Ferguson, Safety Director
Mr. Dan Thompson, City Councilman
Mr. Ed McGovern, Curtis Park resident
Mr. Les Frink



CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION

1023 J STREET - SUITE 202

SACRAMENTO, CALIF. 95814

TELEPHONES (916)

TRAFFIC ENGINEERING 449-5307

OFF-STREET PARKING 449-5354

ON-STREET PARKING 449-5644

March 2, 1981

Mr. Tom Williams
Principal
Bret Harte Elementary School
2751 - 9th Avenue
Sacramento, CA 95818

Dear Mr. Williams:

We have received your letter of February 18, 1981, regarding your disagreement with our actions for the signal at 8th Avenue and Franklin Boulevard. We respect your position and concern, and we can only hope that you can respect and appreciate our abilities to work with the resources and equipment available to the City at the present time. With these considerations in mind, we feel that the present operation of this signal provides the best overall response to the traffic (vehicular and pedestrian) needs on an interim basis until the changes we have previously outlined can be implemented.

The present operation (flashing yellow) was implemented on July 27, 1979. Prior to this the signal operated with a green phase. The accident history for this location from 1977 to the present is as follows:

<u>Date</u>	<u>Accident Type</u>
2/16/77	Rear End
12/14/77	Rear End
7/6/78	Rear End
11/18/78	Rear End
5/15/79	Pedestrian (school child)

Allowing that the present condition may not be the most desirable, it has proven to be much more effective than the fixed time operation that you are requesting the City revert back to.

As you can see, there are no reported accidents since the time that the change in operation of the signal was implemented. We have double-checked with the Police Department and the Police Records Division, regarding the accident you referred to involving Della McGinnis on November 7, 1980. This accident is not on record at any of these sources. If you have any information regarding this matter, I would appreciate it if you could telephone me.

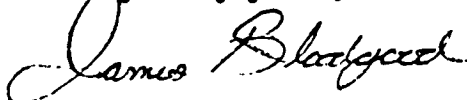
It does not take a serious injury or fatality to "open the eyes" of this Division. What it takes is open communication channels between administrators such as yourself, and our Division, and each respecting the constraints of equipment and budget limitations. We are sure there are things you would like to change or rearrange in your operation, but can not, due to present lack of funding.

Let me assure you that it was no "gesture" to schedule the improvements to this signal. They will be done. But, there are numerous locations throughout the City that are also in need of modification. The Traffic Engineering Division must consider these locations too, and schedule the changes, according to the relative need. But, as the accident of May 15, 1979, shows, the addition of a green phase is not necessarily a guarantee that a pedestrian related accident will not occur. In fact, there is not a one-solution panacea at this, or any other intersection.

In conclusion, let me again say that the signing and striping is in conformance with the standards set forth in the California Traffic Manual. If vegetative growth should obscure the northbound school crossing sign, please, do contact us and we will take corrective action.

If there are any items on which I can elaborate additionally, or if you have any additional information for me, please do phone me. I will be looking forward to your reply.

Very truly yours,



James H. Bloodgood
Assistant Civil Engineer

JHB/vmp

cc: Councilman Thompson
Ron Parker
Gary Ferguson

SACRAMENTO CITY UNIFIED SCHOOL DISTRICT

Bret Harte Elementary School

2751 9TH AVENUE
SACRAMENTO, CALIFORNIA 95818
454-8428

February 18, 1981

Mr. James H. Bloodgood
Assistant Civil Engineer
1023 J Street
Sacramento, California

Dear Mr. Bloodgood:

Thank you for your letter dated February 6, 1981, regarding the traffic signal at Franklin Boulevard and 8th Avenue. Unfortunately, I do not agree with your proposed suggestions.

Permit me to reiterate that the signing and the marking of the school crossing at Franklin Boulevard and 8th Avenue is not sufficient. Granted, the trimming of the trees on school property has helped immensely for cars traveling in southbound direction.

Installing a crosswalk on Franklin Boulevard and 9th Avenue is a secondary issue. Prime concern should be given to the safety of the intersection at Franklin and 8th Avenue.

If the traffic signals were changed to include a green phase as was done in the past, motorists would be inconvenienced for 50 seconds whether or not there were pedestrians or traffic on the side street. But doesn't this same inconvenience occur at Franklin Blvd. and 5th Avenue?

I am of the opinion that it is a nice "gesture" to schedule some improvements for the signals on Franklin Blvd. in your 1981-82 budget. If we are lucky, no one will be seriously injured before your budget is approved.

The one suggestion that you offered with which I fully agree is to allow a total of 15 seconds for the "WALK" and flashing "DON'T WALK" time. Agreed, this change should be quite helpful.

As you requested, I will again talk with the students regarding the proper procedure for crossing the street, etc. I must say that I fear for the students, pedestrians, and motorists who must pass through this dangerous intersection. As you know, a student has already been hit by a car this school year. We have had several near "misses". Ironically, you witnessed a situation that could have been quite serious.

If your child had to cross this intersection on a daily basis, I am sure something would be done. Let us hope that it does not take a serious injury or fatality to "open the eyes" of the Sacramento Traffic Engineering Division.

In closing, I won't say that I will be waiting to hear from you. Instead, I will be waiting to see you make the necessary changes to ensure this intersection is safe for the children of Bret Harte School and all parties concerned.

Sincerely,

Tom Williams

Tom Williams
Principal

TW/km

cc: Sharon Helmar, PTA President
Gary Ferguson, Safety Director
Councilman Dan Thomas

Thompson

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CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK

915 I STREET
CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 449-5426

LORRAINE MAGANA
CITY CLERK

MEMORANDUM

TO: BUDGET AND FINANCE COMMITTEE

FROM: LORRAINE MAGANA, CITY CLERK *Jm*

SUBJECT: REFERRAL TO ITEM NO. 35, AGENDA OF MARCH 31, 1981

DATE: MARCH 31, 1981

Pursuant to Council action, the following subject matter is referred to your committee for hearing, report and recommendation:

School Crossing Protection Study

AJM:sj

cc: Councilperson: Connelly, Chr.
" Thompson
" Pope
" Hoerber
Les Frink, Traffic Engineer

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