

6. School Crossing Guards (Attachment-Action)

Summary of Issues: Chair Silva has initiated an informal discussion of school crossing guard services as a first step in an assessment to determine if cost savings from joint contracting for school crossing guards and better vehicle and pedestrian routing to/from schools can be achieved through a cooperative effort among Central County jurisdictions. Chair Silva is suggesting that TRANSPAC and 511 Contra Costa staff work with the TRANSPAC TAC to determine if there are ways in which Central County jurisdictions might effectively jointly contract for school crossing guard services. Contract renewal dates for these services are fast approaching, and while a solution will be sought for the pending school year, it may not be possible to implement a solution for all jurisdictions this year.

Recommendation: Request the TRANSPAC TAC to review the school crossing guard issue and assess opportunities/possibilities for joint crossing guard contracts and programs.

Financial Implications: Possible contract cost savings for jurisdictions, possible capital costs (Measure J and other sources) could be used for wayfinding projects, physical improvements to school crossings, vehicle and pedestrian access improvements, etc.

Options: Do not request the TAC to examine this issue and forward recommendations to TRANSPAC.

Attachments: Compilation of school guard crossing locations and an excerpt from the Manual on Uniform Traffic Control Devices for Streets and Highways, PART 7, Chapter 7E Crossing Supervision

CROSSING GUARD INFORMATION

City	Budget	# Schools Served	Schools Served	Schools Served	# guard locations	Funded By
Walnut Creek	\$74,000	6 Schools WCSD	Walnut Heights Elem. Buena Vista Elem. W.C. Intermediate Bancroft Elem. Walnut Acres Elem. Foothill Middle	10 locations WCSD WCSD WCSD MDUSD MDUSD MDUSD	General Fund	
Pleasant Hill	\$96,000	8 Schools	Sequoia Elem Gregory Gardens Elem. Christ the King Elem. Strandwood Elem. P. Hill Elem. Valhalla Elem. Fair Oaks Elem. College Park high school	9 locations	Traffic Safety Special revenue fund from fines and forfeitures	
Clayton	\$12,139 \$8,127 paid by City \$5,014 paid by quarry	1 School	Mt. Diablo Elem.	2 locations	General Fund	
Concord	\$176,320	16 schools	Ayers Elem. Cambridge Elem. El Monte Elem. Glenbrook Middle Pine Hollow Middle Highlands Elem. Holbrook Elem. Meadow Homes Elem. Monte Gardens Elem. Mountain View Elem. Silverwood Elem. Ygnacio Valley Elem. Oak Grove Middle Woodside Elem. Wren Avenue Elem. St. Francis of Assisi Elem.	16 locations 67.5 hrs daily coverage	General Fund in PD budget	

All four cities have contracted with All City Management Services, Inc. for crossing guard services.

1
EXCEPT FROM THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
FOR STREETS AND HIGHWAYS
PART 7, CHAPTER 7E. CROSSING SUPERVISION

MUTCD 2003

CALIFORNIA SUPPLEMENT

May 20, 2004

PART 7

TRAFFIC CONTROLS FOR SCHOOL AREAS



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

CHAPTER 7E. CROSSING SUPERVISION

Section 7E.02 Adult Crossing Guards

The following is added to this section:

Option:

Adult Crossing Guards may be assigned at designated school crossings to assist school pedestrians at specified hours when going to or from school. The following suggested policy for their assignment applies only to crossings.

Guidance:

An Adult Crossing Guard should be considered when:

1. Special situations make it necessary to assist elementary school pedestrians in crossing the street.
2. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period.

Criteria for Adult Crossing Guards

Support:

Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Option:

Adult crossing guards may be used under the following conditions:

1. At uncontrolled crossings where there is no alternate controlled crossing within 180 m (600 ft); and
 - a. In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.

Whenever the critical (85th percentile) approach speed exceeds 64 km/h (40 mph), the guidelines for rural areas should be applied.

2. At stop sign-controlled crossing:

Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.

3. At traffic signal-controlled crossings:

- a. Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or
- b. Where justified through analysis of the operations of the intersection.

Legal Authority and Program Funding for Adult Crossing Guards

Option:

Cities and counties may designate local law enforcement agencies, the governing board of any school district or a county superintendent of schools to recruit and assign adult crossing guards to intersections that meet approved guidelines for adult supervision.

Support:

There are various methods for funding a school adult crossing guard program. One of these methods is through the use of fines and forfeitures received under the Penal Code. Disposition of these fines and forfeitures is defined in CVC Sections 42200 and 42201.

An example of these dispositions by cities and counties is as follows:

- Disposition by cities (CVC 42200). Fines and forfeitures received by cities and deposited into a "Traffic Safety Fund" may be used to pay the compensation of school crossing guards who are not regular full-time members of the police department of the city.
- Disposition by county (CVC 42201). Fines and forfeitures received by a county and deposited in the road fund of the county may be used to pay the compensation of school crossing guards, and necessary equipment and administrative costs. The board of supervisors may adopt standards for crossing guards and has final authority over the total cost of the crossing guard program.

Section 7E.03 Qualifications of Adult Crossing Guards

The following is added to this section:

Training Programs for Adult Crossing Guards

Guidance:

Adequate training should be provided in adult crossing guard responsibilities and authority. This function can usually be performed effectively by a law enforcement agency responsible for traffic control.

Training programs should be designed to acquaint newly employed crossing guards with their specific duties, local traffic regulations, and crossing techniques. Training workshops may be used as a method of advising experienced employees of recent changes in existing traffic laws and program procedures. For example, crossing guards should be familiar with the California law which provides that any person who disregards any traffic signal or direction given by a non-student school crossing guard authorized by a law enforcement agency, any board of supervisors of a county or school district shall be guilty of an infraction and subject to the penalties of Section 42001 of the CVC (Section 2815).

Section 7E.04 Uniform of Adult Crossing Guards and Student Patrols

The following is added to this section:

Standard:

The use of the School Safety Patrol uniforms and insignia shall adhere to the following regulations (California Code of Regulations 576):

- (a) A school safety patrol member (except a member of the R.O.T.C. or California Cadet Corps on traffic duty in his official uniform) shall wear, at all times while on duty, the basic standard uniform specified in this section, except that the rainy day uniform may be worn under appropriate weather conditions. Only the optional additions specified in this section may be added to the uniform.
- (b) The basic standard uniform for patrol members is the white or fluorescent orange Sam Browne belt and either an overseas type federal yellow or fluorescent orange cap or a yellow or fluorescent orange helmet.
Optional additions to the basic standard uniform are any or all of the following:
 - (1) Colored piping on the federal yellow cap.
 - (2) Colored striping on the yellow helmet.
 - (3) A red or fluorescent orange upper garment
 - (4) Insignia or a special badge identifying the organization, to be worn on the left breast, left arm, or cap.
- (c) The rainy-day uniform is a federal yellow raincoat and a federal yellow rain hat. The Sam Browne belt may be worn over the raincoat.
- (d) The insignia, or special badge and cap shall be worn only during official school safety patrol duty, except that the governing board may authorize members of the school safety patrol to wear the uniform and insignia for special school safety patrol functions.

Section 7E.05 Operating Procedures for Adult Crossing Guards**Standard:**

In Paragraph 2 (“Adult crossing guards...”) second sentence (“The STOP paddle...”), the word “should” is changed to “shall”.

The following is added to this section:

Option:

The 600 x 600 mm (24 x 24 in) size of the STOP paddle may be used where greater emphasis is needed and speeds are 50 km/h (30 mph) or more.

Section 7E.07 Student Patrols

The following is added to this section:

Standard:

For all purposes in this Supplement, “School Safety Patrols” shall mean “Student Patrols” as referenced in the MUTCD.

Legal Authority for School Safety Patrols**Standard:**

School Safety Patrols shall be authorized by the local school board. School authorities shall be responsible for organizing, instructing and supervising patrols with the assistance of the local police.

Support:

The California Education Code, Sections 49300 to 49307, and the California Code of Regulations, Sections 570 to 576 and 632, authorize the development of School Safety Patrols and outline rules for implementing these programs within the state.

Section 7E.08 Choice of Student Patrols**Standard:**

In Paragraph 1 (“Student patrols...”), second sentence (“They should be...”) is deleted and replaced with the following:

They shall be students from the fifth grade or higher and shall be at least 10 years of age. Refer to California Code of Regulations Section 571.

In Paragraph 2 (“Parental approval...”), the word “should” is changed to “shall”. Refer to California Education Code Section 49302.

Section 7E.09 Operating Procedures for Student Patrols

The following is added to this section:

Support:

School Safety Patrols control children, not vehicles.

Standard:

School Safety Patrols shall stop children back of the curb or edge of the roadway and allow them to cross only when there is an adequate gap in traffic (see California Code of Regulations Sections 570 to 576 and 632 for School Safety Patrols operating procedures and requirements).

Criteria for Student Patrols**Option:**

A student patrol may be established at locations where an existing traffic control device, police officer or adult crossing guard is in operation. They may also be used where there are adequate crossing gaps in vehicular flow at an uncontrolled crossing and it is desirable to use student patrols to guide the school pedestrians.

Support:

To determine the frequency and adequacy of gaps in the traffic stream, refer to Section 7A.03.