



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

R-23

333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6711 • FAX (562) 570-6583

GERALD R. MILLER
CITY MANAGER

May 22, 2007

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive and file the Pedestrian Safety Advisory Committee's report on Crossing Guard Deployment for the 2007-2008 School Year and concur with their recommendations. (Citywide)

DISCUSSION

The School Crossing Guard Program has undergone extensive review over the last several years to ensure efficiency and effectiveness. These reviews have occurred as part of a Citywide effort to optimize many City programs as directed by the City's Financial Strategic Plan.

The reviews have included a thorough evaluation of the cost and status of the program, a collaborative effort to address issues such as busing and crossing guard staffing options, and the development of a Crossing Guard Deployment Plan. The attached City Council letter dated June 20, 2006 elaborates on these reviews and directions.

On May 10, 2005, recommendations to the Mayor and City Council included developing a Crossing Guard Deployment Plan to review existing crossing guard locations to affirm continued need. City staff recommended a re-evaluation of 15 percent of approved crossing locations every year to ensure appropriate allocation of resources. This re-evaluation enables the redeployment or elimination of crossing locations that no longer meet the Municipal Code criteria. City staff also recommended that additional locations be brought annually to the City Council for consideration.

The attached recommendations from the Pedestrian Safety Advisory Committee (PSAC) are part of staff's commitment to continue their annual evaluation of crossing locations. Also included are reviews and recommendations of requests for new crossing locations.

In summary, PSAC reviewed ten existing locations. Of these locations, they reaffirmed the need, based on meeting the minimum requirements of the Long Beach Municipal Code (LBMC) Ordinance 10.68.010, to continue staffing seven locations with school crossing guards. They also recommended the removal of school guards from two locations and a relocation of one crossing guard to better align the crossing with the entrance of the school and to improve motorist visibility of pedestrians.

PSAC also received four new requests from the public for the assignment of crossing guards. Of these four, three locations were denied by PSAC because the locations did not meet the minimum requirements of the LBMC. One location was approved by PSAC in that the intersection met the ordinance thresholds.

Deputy City Attorney Lori A. Conway reviewed this matter on April 30, 2007.

TIMING CONSIDERATIONS

City Council concurrence is requested on May 22, 2007 to ensure that parent notifications can occur before the end of the current school year in preparation for the new school year.

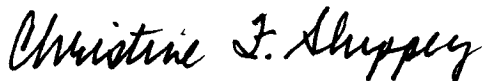
FISCAL IMPACT

Although there is a net reduction of one location, there will be minimal savings since personnel will be reassigned to other crossing locations.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



 GERALD R. MILLER
CITY MANAGER

DCG:CFS:

Attachments:

Attachment A: Crossing Guard Deployment Plan for School Year 2007-2008

Attachment B: June 20, 2006 City Council Letter



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

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333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-6711 • FAX (562) 570-6583

GERALD R. MILLER
CITY MANAGER

June 20, 2006

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive and file the Pedestrian Safety Advisory Committee's report on Crossing Guard Deployment for the 2006-2007 School Year and concur with their recommendations.

DISCUSSION

Over the last several years, the School Crossing Guard Program has undergone extensive review to ensure efficiency and effectiveness. These reviews occurred as part of a Citywide effort to optimize many City programs as directed by the Three-Year Financial Strategic Plan.

The first review was conducted by the City Manager and City Auditor and was presented to the Mayor and City Council on May 3, 2004. The review provided a background of the program and the cost and status of current crossing guard staffing. In addition, the review provided an analysis of the procedures used by the Pedestrian Safety Advisory Committee (PSAC), the City and the State for assigning locations to be staffed by crossing guards.

On December 9, 2004, the Mayor and City Council received a second report on City staff optimization efforts. The report addressed issues such as assigning locations, staffing, changes in schedules and hours, injuries, and "meet and confer" requirements. The report also discussed the collaborative efforts between City Manager staff, the Police Department, the Department of Public Works and Long Beach Unified School District (LBUSD) on several key issues. These issues included the projected need for busing and demand for elementary schools, the potential use of volunteer guards at sites that do not meet Municipal Code requirements, and specific staffing hours needed for each location. These discussions also led City staff to work with LBUSD to contact every elementary school and adjust crossing guard hours for each location based on each school's actual schedule and need for the school year. This effort resulted in a review of staffing hours for 100 percent of the crossing guard locations and a projected savings of \$60,500 for Fiscal Year 2005-2006.

HONORABLE MAYOR AND CITY COUNCIL

June 20, 2006

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A third review effort, led by an employee optimization team of crossing guards, resulted in recommendations presented to the Mayor and City Council on May 10, 2005. These recommendations were supported by Police management and focused on improvements in communication between the crossing guards and Police Department supervisors, coordination of bus and location schedules, coordination of locations when construction occurs or traffic signals become inoperable, training and improving employee morale.

Also presented on May 10, 2005 was a fourth effort that involved the development of a Bi-Annual Crossing Guard Deployment Plan to review existing crossing guard locations to affirm continued need. The plan recommended a re-evaluation of 25 percent of approved crossing locations every two years to ensure appropriate allocation of resources. This re-evaluation enables the redeployment or elimination of crossing locations that no longer meet the Municipal Code criteria. City staff recommended that an annual evaluation of up to 15 percent of the locations occur and that recommendations to add, eliminate or re-assign locations be brought annually to the City Council for consideration.

On July 12, 2005, after considering the recommendations from the Public Safety Committee, the City Council supported eliminating nine of the twelve school crossing locations recommended by the Pedestrian Safety Advisory Committee. This action helped achieve some savings in the School Crossing Guard Program but it also ensured the program was operating in the most efficient and effective manner. The three crossing locations not eliminated are still under review by the City Traffic Engineer and will be presented to PSAC for evaluation and recommendations.

The attached recommendations from PSAC are part of staff's commitment to continue their annual evaluation of crossing locations. Also included are reviews and recommendations of requests for new crossing locations.

In summary, PSAC reviewed eleven existing locations. Of these locations, they reaffirmed the need, based on meeting the minimum requirements of the Municipal Code Ordinance 10.68.010, to continue staffing eight locations with school crossing guards. They also recommended the removal of school guards from two locations and a relocation of one crossing guard closer to the school the guard was serving.

PSAC also received six new requests from the public for the assignment of crossing guards. Of these six, five locations were denied by PSAC because the locations did not meet the minimum requirements of the Municipal Code. One location was approved by PSAC in that both the student crossings and the vehicular volume at the intersection met the ordinance thresholds.

This matter was reviewed by Deputy City Attorney Lisa Peskay Malmsten on June 6, 2006.

HONORABLE MAYOR AND CITY COUNCIL

June 20, 2006

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TIMING CONSIDERATIONS

City Council concurrence is requested to ensure that parent notifications can occur before the start of the new school year.

FISCAL IMPACT

Although there is a net reduction of one location, there will be minimal savings since personnel will be reassigned to other crossing locations.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



GERALD R. MILLER
CITY MANAGER

DCG:CFS:

Attachment:

Attachment A: Crossing Guard Deployment Plan for School Year 2006-2007



Date: April 5, 2007
To: Gerald R. Miller, City Manager
From: Gwendolyn Douthett, Chairperson, Pedestrian Safety Advisory Committee *Gwendolyn Douthett*
Subject: **CROSSING GUARD DEPLOYMENT PLAN SCHOOL YEAR 2007-2008**

This correspondence is to provide a summary of investigations and actions of the Pedestrian Safety Advisory Committee (PSAC) related to adult crossing guard assignments for the current school year. This correspondence also outlines proposed changes in adult crossing guard assignments approved by the Committee for implementation at the beginning of the 2007-2008 school year in September.

At the October 2006 Committee meeting, the City Traffic Engineer outlined the proposed one-year crossing guard re-evaluation study plan comprising of nine existing adult crossing guard assignments. The City Traffic Engineer also presented the Committee with four requests received from the public for new crossing guard assignments. The Committee moved to direct the City Traffic Engineer to conduct engineering studies for thirteen locations including all four requested locations received from the public.

The Committee's meetings in October and January were occupied with the review of the crossing guard studies brought forward by the City Traffic Engineer in response to the Committee's direction. During the course of these reviews, the Committee decided to review one additional location in the vicinity of Lowell Elementary and Rogers Middle School for a total of fourteen locations reviewed. Ultimately, the Committee moved to reaffirm the need for adult crossing guards at the following seven locations:

ADULT CROSSING GUARD ASSIGNMENTS REAFFIRMED BY PSAC

Appian Way and Monroiva Avenue	District 3
Orizaba Avenue and 10 th Street	District 4
Alamitos Avenue and 5 th Street	District 6
Magnolia Avenue and Burnett Street	District 6
Bixby Road and California Avenue	District 7
Wardlow Road and Monogram Avenue	District 5
Wardlow Road and San Anseline Avenue	District 5

The Committee also moved to deny the request for the assignment of new adult crossing guards at the following locations:

REQUESTS FOR NEW CROSSING GUARDS DENIED BY PSAC

Marita Avenue and Britton Street	District 4
Los Arcos Avenue and Albury Street	District 4
Palo Verde Avenue and Conant Street	District 5

The Committee also took action to approve one new adult crossing guard assignment, relocate one assignment, and eliminate two other assignments. The details of these changes are noted below.

1. Roswell Avenue and 4th Street (District 3) - This intersection is located on the northeast corner of Fremont Elementary in Belmont Heights. A new uncontrolled crosswalk across 4th Street was installed at the intersection to facilitate student crossings in 2005. There have been twelve accidents at the intersection in the past five years, four of which occurred on school days during times students would be present. The engineering study revealed that the intersection meets minimum Municipal Code requirements for the assignment of an adult crossing guard. The Committee discussed the results of the study in relation to the traffic flow characteristics at the intersection and cross-town commuter traffic on 4th Street. The Committee ultimately voted unanimously to approve the assignment of an adult crossing guard for this intersection beginning with the 2007-08 school year.
2. Obispo Avenue and 3rd Street (District 2, District 3) – This all-way stop control intersection is located on the northwest corner of Mann Elementary School. There have been three reported accidents at the intersection in five years, two of which occurred on school days and school hours. The engineering study revealed that the location did not meet minimum Municipal Code requirements for the assignment of an adult crossing guard. The Crossing Guard Supervisor indicated that student crossings at the intersection are generally light. After much discussion, the Committee directed the City Traffic Engineer to notify the school in writing that the intersection no longer meets Municipal Code warrants and that the intersection would no longer be staffed with an adult crossing guard. Hearing no response to the notice, the Committee voted unanimously to deem this intersection no longer hazardous and that the crossing guard be reassigned.

3. Locust Avenue and South Street (District 9) – This intersection has an uncontrolled crosswalk for pedestrians on the west leg of the intersection. In 2004, the crosswalk was one of the first in the City to receive international style “ladderwalk” markings to improve visibility of the crosswalk. An adult crossing guard was originally assigned to the intersection in 1993 to assist students attending Addams Elementary in crossing South Street. Subsequently when Colin Powell Academy was opened in 1999 the attendance boundary of Addams Elementary was reduced no longer requiring students attending that school to cross South Street. The engineering study revealed less than ten students crossed South Street the entire time the crossing guard was on duty. Additionally, the intersection has an excellent safety performance averaging one accident a year over the past five years. The engineering study concluded that this location no longer meets the minimum Municipal Code requirements for the assignment of an adult crossing guard. The Committee ultimately voted unanimously to deem this intersection no longer hazardous and that the crossing guard be reassigned.

4. Stearns Street and Charlemagne Avenue / Stearns Street and Rutgers Avenue (District 4) – Both of these “T” intersections are located immediately adjacent to Bixby Elementary School. An adult crossing guard has been assigned to the Stearns and Charlemagne intersection for more than 30 years. Over the past few years the City Traffic Engineer has received numerous inquiries from residents and parents of students attending Bixby Elementary calling for the relocation of the crosswalk at Charlemagne to the east to better serve the school and residents wishing to cross Stearns Street. As a result of a roadway reconstruction project in the summer of 2006 the City Traffic Engineer directed the relocation of the crosswalk at Charlemagne one block east to Rutgers Avenue to better align the crossing with the entrance of the school and to improve motorist visibility of pedestrians due to the horizontal curve in the roadway. This work was completed before the start of classes in September and the adult crossing guard was temporarily relocated to the new crosswalk at the direction of the City Traffic Engineer. The Committee ultimately voted unanimously to reaffirm the need for the adult crossing guard and the relocation of that person to the new crosswalk at Rutgers Avenue.

The Committee respectfully requests that the City Manager forward this matter to the City Council for their consideration and concurrence of the proposed adult crossing guard assignment modifications for the 2007-2008 school year beginning this September. It is the Committee’s expectation that the City Council

April 5, 2007
Gerald R. Miller, City Manager
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will consider and take action on this matter by the end of May so that parent notifications can occur before the end of this school year.

DR:LT:

cc: Anthony Batts, Chief of Police
Christine Andersen, Director of Public Works