



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

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PATRICK H. WEST
CITY MANAGER

August 5, 2008

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 2008-2009 School Year and concur with its 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.

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 for the 2008-2009 school year from the Pedestrian Safety Advisory Committee (PSAC) are part of staff's commitment to continue its annual evaluation of crossing locations. Also included are reviews and recommendations of requests for new crossing guard locations.

In summary, the Committee did not recommend any changes to current crossing guard staffing levels or deployments. The Committee directed the City Traffic Engineer to conduct studies for fifteen locations. Nine were locations where crossing guards were not assigned but may be needed, and six were locations with assigned crossing guards recommended for re-evaluation. Of the nine locations where crossing guards were not

assigned, the Committee moved to deny the assignment of new crossing guards because the minimum requirements outlined in Long Beach Municipal Code (LBMC) Ordinance 10.68.010 were not met. Although crossing guards were not approved for these locations, steps were taken to maintain or enhance safety for students walking in those areas. Traffic engineers, with the concurrence of the Committee, issued work orders to renew crosswalks and other pavement markings, replace faded signs, install new school zone signs, and renew curb zones. It is anticipated the work at these locations will be completed over the summer.

The Committee reaffirmed the need to continue staffing all six of the locations with assigned crossing guards that were recommended for re-evaluation. In addition, the Committee moved to endorse recommendations by traffic engineers to perform safety upgrades to four of the six locations. It is anticipated the upgrades at these signalized intersections will be completed as a part of the City's 2008-2009 Capital Improvement Program.

The Committee took no formal action on the three remaining study locations. It is expected that investigative study efforts will extend into the upcoming school year. These efforts must be completed before a comprehensive traffic safety enhancement plan can be developed and presented to the Committee.

In its report, the Committee also noted previously recommended traffic signal projects that have recently been completed or are nearing completion. These projects will likely result in recommendations next year for the removal of crossing guards at three intersections.

This item was reviewed on July 17, 2008 by Amy Burton, Deputy City Attorney, and Victoria Bell, Budget Management Officer.

TIMING CONSIDERATIONS

City Council concurrence is requested on August 5, 2008 prior to the start of the upcoming school year.

FISCAL IMPACT

The Committee has not recommended any changes to existing crossing guard staffing levels or deployment patterns, and, thus, there is no associated fiscal impact. Sufficient funding for safety improvements and signalization projects referenced above approximate \$90,000, and will be covered in the budgets for the Department of Public Works and the Redevelopment Agency, as appropriate.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



for PATRICK H. WEST
CITY MANAGER

PHW:JM

Attachment