



**Date:** May 1, 2008  
**To:** Patrick H. West, City Manager  
**From:** Gwendolyn Douthett, Chairperson, Pedestrian Safety Advisory Committee  
**Subject:** **CROSSING GUARD DEPLOYMENT PLAN SCHOOL YEAR 2008-2009**

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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. It is the Committee's recommendation that the City Council take action to receive and file the Pedestrian Safety Advisory Committee's report on Crossing Guard Deployment for the 2008-2009 School Year.

At the October 2007 Committee meeting, the City Traffic Engineer outlined a proposed crossing guard study plan for the 2007-2008 school year. That proposed plan was comprised of a total of fifteen locations, nine of which were locations where crossing guards were not assigned but may be needed and six of the locations were current crossing guard locations to be re-evaluated to determine if a crossing guard was still needed. Of the nine new study locations, five were locations recommended by traffic engineers for study and four were requests received from the public. The Committee moved to direct the City Traffic Engineer to conduct engineering studies for all fifteen locations as proposed.

The Committee's meetings in October, January and April were occupied with the review of the crossing guard studies brought forward by the City Traffic Engineer in response to the Committee's direction. The Committee moved to reaffirm the need, based on meeting the minimum requirements of the Long Beach Municipal Code (LBMC) Ordinance 10.68.010, to continue staffing crossing guards at all six of the following existing crossing guard assignments:

**ADULT CROSSING GUARD ASSIGNMENTS REAFFIRMED BY PSAC**

Claremore Avenue and Wardlow Road	District 5
Atlantic Avenue and Hill Street	District 6
Bixby Road and California Avenue	District 7
Long Beach Boulevard and Del Amo	District 8
Long Beach Boulevard and 51 <sup>st</sup> Street	District 8
Del Amo Boulevard and Daisy Avenue	District 8

In addition to reaffirming the need for the assignment of crossing guards at the above noted intersections, the Committee also moved to endorse recommendations by traffic engineers to perform safety upgrades to address elevated accident rates at the following signalized intersections:

Claremore Avenue and Wardlow Road (District 5) -

Installation of northbound left-turn arrows to reduce vehicle turning conflicts with students crossing in the westerly crosswalk, replacement of smaller 8-inch vehicle indications with larger 12-inch indications to reduce rear-end collisions and the installation of countdown pedestrian indications to assist the crossing guard in their duties and to provide all pedestrians with information about when they need to complete their crossing.

Atlantic Avenue and Hill Street (District 6)

Replacement of smaller 8-inch vehicle indications with larger 12-inch indications to reduce rear-end collisions and the installation of countdown pedestrian indications to assist the crossing guard in their duties and to provide all pedestrians with information about when they need to complete their crossing.

Long Beach Boulevard and 51<sup>st</sup> Street (District 8)

Elimination of a driveway into the intersection, reconfiguration of the traffic signal operation, and installation of countdown pedestrian indications to assist the crossing guard in their duties and to provide all pedestrians with information about when they need to complete their crossing.

Del Amo Boulevard and Daisy Avenue (District 8)

Modernize the traffic signal operation to provide for a longer intersection clearance interval to reduce red light running, replacement of smaller 8-inch vehicle indications with larger 12-inch indications to reduce rear-end accidents, and the installation of countdown pedestrian indications to assist the crossing guard in their duties and to provide all pedestrians with information about when they need to complete their crossing.

It is anticipated that the traffic signal work noted above will be completed as a part of the City's 2008-2009 Capital Improvement Program.

The Committee also moved to deny the assignment of new crossing guards at the following six study locations because the minimum requirements outlined in the Municipal Code were not met:

REQUESTS FOR NEW CROSSING GUARDS DENIED BY PSAC

3 <sup>rd</sup> Street and Maine Avenue	District 1
Caspian Avenue and 23 <sup>rd</sup> Street	District 7
Spring Street and Maine Avenue	District 7
Walnut Avenue and 64 <sup>th</sup> Street	District 9
Gundry Avenue and 64 <sup>th</sup> Street	District 9
Obispo Avenue and 68 <sup>th</sup> Street	District 9

Although crossing guards were not approved for the six locations noted above, with the concurrence of the Committee, traffic engineers issued work orders to renew crosswalks and other pavement markings, replace faded signs, install new school zone signs, and renew curb zones. These actions were taken in an effort to maintain or enhance safety for students walking in those areas. It is anticipated that the work at these locations will be completed over the summer.

The Committee took no formal action on the three remaining study locations at Long Beach Boulevard and 67<sup>th</sup> Street, Long Beach Boulevard and 67<sup>th</sup> Way, and Muriel Avenue and 67<sup>th</sup> Street in the vicinity of Starr King Elementary School in District 9. Preliminary study results at all three locations indicated that minimum crossing guard criteria may not be met, however, the Committee felt strongly that traffic engineers should investigate other control measures in the vicinity of the school to enhance traffic safety. In response to the Committee's direction, traffic engineers are currently conducting a circulation study for the neighborhood surrounding the school, as well as, a traffic signal study for the intersection of Long Beach Boulevard and 67<sup>th</sup> Street. Traffic engineers have also met with the school administrators and parent representatives about traffic safety concerns and potential traffic safety measures. It is expected that this investigative study effort will extend into the following school year before a comprehensive traffic safety enhancement plan can be developed for the school and presented to the Committee.

In addition to the study efforts and safety improvement projects noted above, the Committee would also like to alert the City Council to three traffic signal projects, originally recommended by the Committee, that have recently been completed or are nearing completion that would most certainly result in recommendations next year for the removal of crossing guards at the following intersections:

POTENTIAL ADULT CROSSING GUARD REMOVALS FOR FY 2009 - 2010

Market Street and Lewis Avenue	District 8
Construction of a new traffic signal	
Carson Street and Orange Avenue	District 8
Installation of pedestrian indications	
Willow Street and Magnolia Avenue	District 6
Installation of new northbound to westbound left-turn arrow	

The Committee respectfully requests that the City Manager forward this matter to the City Council for their consideration as an information item. Since no changes to current crossing guard deployments are recommended by the Committee at this time, it is the Committee's expectation that the City Council will receive and file this report.

DR:LT:ts  
Crossing Guard Deployment 08-09 -City Council B.doc

cc: Anthony Batts, Chief of Police  
Michael Conway, Director of Public Works