

Agenda Report

TO: CITY COUNCIL **DATE:** November 17, 2003
THRU: PUBLIC SAFETY COMMITTEE
FROM: CITY MANAGER
SUBJECT: GUIDELINES TO ASSESS NEED FOR SCHOOL CROSSING GUARDS

RECOMMENDATION

It is recommended that the City Council adopt option B, which requires the City to study and implement crossing guard recommendations at public elementary schools at City cost and notify the private schools of their role in evaluating crossing guards for their facilities.

BACKGROUND

At the City Council meeting of October 6, 2003, during consideration of a proposed contract for School Crossing Guard services, Council asked that staff provide information on the guidelines used to determine the need for School Crossing Guards. The discussion included a request to clarify the criteria used to conduct a needs assessment and determine whether a street location needs a school crossing guard. Consistent with this request, attached are the applicable State guidelines from Chapter 10 of the Traffic Manual of the California Department of Transportation (Caltrans) used by Transportation staff to determine the need for a crossing guard. Adult crossing guards are specifically addressed in Section 10-07 (see Attachment A), addressing "Crossing Supervision".

The attached crossing guard guidelines are advisory and suggest assignment of Adult Crossing Guards where "elementary school pedestrians" following the "Suggested Route to School" must cross a public highway, and the crossing is used by at least 40 children per any two hours (not necessarily consecutive) per

school day. The guidelines suggest adult guards "may be used" under other conditions based on:

- volume of vehicular traffic
- number of children crossing daily
- whether a crossing is uncontrolled, stop sign-controlled, or traffic signal controlled
- the approach speed of vehicles.

An Adult Crossing Guard program is only one element of a more comprehensive series of traffic safety measures designed to promote school area pedestrian safety. Measures used to address safety include warning signs and street markings, variable speed limits (e.g. "25 mph when children are present" sign) signs, flashing yellow beacons, stop signs, traffic signals, removing visibility obstructions, parking controls and curb-use zones, bus transportation, and others.

Crossing Guard Services for Private and Public Elementary School

At that meeting there was also discussion on whether crossing guard services should be provided to private elementary schools. After careful review of the Caltrans' Guidelines to help Council decide the level of public participation in determining crossing guards at private schools, staff has defined several options and is recommending option B.

A. City studies and implements crossing guard recommendations at public elementary schools at City cost (current procedures).

Using the State guidelines, the Department of Transportation staff studies specific street locations at public elementary schools and determines the highest priority locations for placement of adult crossing guards.

Study Cost: \$5,000 (staff time only) Once a location is approved for a crossing guard, subsequent review would be conducted due to a drop in enrollment, attendance boundary change, or other similar modification that would impact pedestrian or vehicular traffic at a specific elementary school site.

Implementation Cost for Crossing Guards: \$155,000 (annually).

B. City studies and implements crossing guard recommendations at public elementary schools at City cost, and City notifies private elementary schools of their role in evaluating crossing guards for their facilities.

Study Cost: The study and implementation costs to the City are essentially the same as option A.

C. City studies crossing guards for both public and private elementary schools, implements recommendations at public elementary schools at City cost and notifies private elementary schools about the findings of the study for their implementation.

City could prepare studies for all elementary schools within Pasadena and implement the findings specific to public schools. Private schools would be provided the study findings so they could take appropriate steps regarding crossing guards to protect their students.

Study Cost: \$7,750 (Staff time only)

Implementation Cost for Crossing Guards: \$155,000 annually

D. City studies and implements crossing guards for both public and private elementary schools at City cost.

The City could assume the responsibility for both completing the studies and implementing crossing guard recommendations at all elementary schools in Pasadena, based on the study findings.

Study Cost: \$7,750 (Staff time only)

Implementation Cost for Crossing Guards: \$155,000 up to \$265,000 based on \$10,000 annually per elementary school and one crossing guard for each 11 additional private elementary schools.

RESULTS OF CROSSING GUARD NEEDS ASSESSMENT OF PUBLIC ELEMENTARY SCHOOLS

Transportation staff conducted a needs assessment of 21 locations adjacent to 15 Pasadena public elementary schools. This process included observing pedestrians and vehicles at each location. Once the field observations were concluded, staff reviewed the data and determined the locations that met the Caltrans' advisory guidelines. Then, based on professional judgment, staff determined other locations that warranted crossing guards. The results of this assessment are summarized in Attachment "B". Based on the findings of this study and the Caltrans' guidelines, adult crossing guards are assigned at 15 locations. This work can be accomplished within the \$155,000 allocated in the FY04 budget for the current fiscal year.

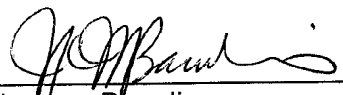
FISCAL IMPACT

The funds to implement the crossing guard services of \$155,000 are in the approved FY04 Operating Budget for the Department of Human Services and Recreation.

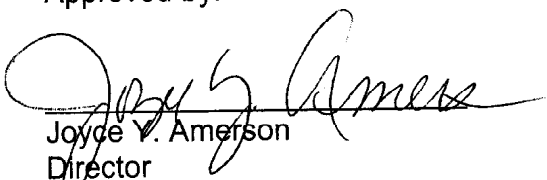
Respectfully submitted,


CYNTHIA KURTZ
City Manager


Prepared by:


Norman Baculinao
Traffic Engineering Manager
Department of Transportation

Approved by:


Joyce V. Amerson
Director
Department of Transportation

Concurred:


Patricia A. Lane
Director
Human Services and Recreation Department

Attachments A & B

CROSSING GUARD ANALYSIS - ATTACHMENT "B"

EXISTING LOCATIONS

NO.	SCHOOL	INTERSECTION	WARRANTED	NUMBER OF PEDESTRIANS BASED ON TYPE OF CONTROLS			VEH. VOL.'S.	POSTED SPEED	STREET WIDTH	COMMENTS
				NONE	STOP	SIGNAL				
1	Allendale	Euclid & Glenarm	N (P) *		60 / 26		994 / 800	35 / 25	60	Stop controls on Euclid only (NB/SB)
2	Allendale	Glenarm & Los Robles	N	na / na		1380 / 1483	35 / 30	50	50	MTA strike affected pedestrian count (crossing guard reports 30-40 students)
3	Jefferson	Hill & Villa	Y		101 / 121	466 / 290	35 / 30	48	48	High peds/high volumes on Villa/Hill
4	Jefferson	Villa in front of school	Y	32 / 149		398 / 454	30	48	48	Midblock
5	Longfellow	Lake & Rio Grande	Y	47 / 36		1475 / 1620	35 / 25	66	66	
6	Longfellow	Catalina & Washington	N (P) *		111 / 165	162 / 191	35 / 25	55	55	High peds
7	Madison	Los Robles & Buckeye	Y	84 / 65		1113 / 1090	35 / 25	50	50	Offset intersection
8	Madison	Orange Grove & Madison	Y	29 / 29		1296 / 1218	35 / 25	60	60	Flashing yellow beacons
9	Cleveland	Lincoln & Washington	Y		60 / 157	569 / 771	35 / 35	60	60	Moderate peds/needs turning movement counts
10	Hamilton	Craig & Del Mar	Y	71 / 63		1433 / 936	35 / 25	60	60	
11	Washington	Raymond & Howard	N (P) *	250 / 429		264 / 377	35 / 25	56	56	High peds/moderate volumes on Raymond
12	Norma Coombs	Paloma at front of school	Y	172 / 380		421 / 498	25	46	46	Midblock
13	Willard	Madre at front of school	Y	110 / 23		455 / 351	25	36	36	Midblock Elementary/Middle School
14	Linda Vista	Linda Vista & Banyan	Y	35 / 39		681 / 688	35 / 25	40	40	Moderate peds/mod. volumes on Linda Vista
15	San Rafael	Avenue 64 & Nithsdale	N	0 /		707	35 / 25	50	50	Per crossing guard (10-12 peds/day)

PROPOSED LOCATIONS

NO.	SCHOOL	INTERSECTION	WARRANTED	NUMBER OF PEDESTRIANS BASED ON TYPE OF CONTROLS			VEH. VOL.'S.	POSTED SPEED	STREET WIDTH	COMMENTS
				NONE	STOP	SIGNAL				
16	Field	Sierra Madre & SMV	N		12 / na		40 / 35	40	40	MTA stop at corner
17	Field	Sierra Madre & Hastings	N		6 / na		40 / 35	40	40	Peds from adjacent high school
18	Don Benito	Hastings Ranch at Denair	N	16 / na			25 / 25	48	48	Low peds/low volumes, adequate parking
19	McKinley	Oak Knoll	N	75 / 103		429 / 117	25	40	40	Midblock, school related traffic (signing and striping improvements)
20	Willard	Madre at Del Mar	Y		140 / 138	303 / 341	35 / 25	60	60	High peds, 300+ turns
21	McKinley	Del Mar at Oak Knoll	Y		144 / 132	369 / 317	35 / 25	40	40	Elementary/Rose City and PUSD offices

N (P) * = DOES NOT MEET CALTRANS WARRANT, BUT RECOMMENDED BASED ON PROFESSIONAL JUDGEMENT