

CITY OF REDONDO BEACH Budget Response Report

#43

June 10, 2025

Question:

What is the fiscal impact of staffing the current 27 Crossing Guard locations in the City, plus two additional locations at the Greenbelt pedestrian crossing on Artesia and at the intersection of Inglewood and Grant Avenues? What do neighboring cities and school districts contribute to crossing guard services?

Response:

Crossing guards offer a valuable community service by ensuring safety for students who walk to and from various school locations in Redondo Beach each day. The Crossing Guard program is managed by the Special Operations Bureau of the Police Department. As part of the FY 24-25 Budget, City Council approved crossing guard staffing for 27 locations identified as pedestrian crossing areas in close proximity to schools, as noted below. District maps of the locations are included in Attachment B of this BRR. Of the 27 crossing guard locations, 17 are immediately adjacent to an RBUSD school site, and one (1) is adjacent to the St. Lawrence Martyr private school. They are italicized below.

<u>LINCOLN ELEMENTARY</u> <i>Robinson & Vail</i> <i>Rindge & Plant</i>	<u>JEFFERSON ELEMENTARY</u> <i>Harkness & Morgan</i> <i>Harkness & Carlson</i> <i>Flagler & Morgan</i> <i>Flagler & Havemeyer</i>
<u>MADISON ELEMENTARY</u> <i>Mackay & Nelson</i>	<u>BERYL HEIGHTS ELEMENTARY</u> <i>Beryl & Maria</i> Beryl & Prospect
<u>BIRNEY ELEMENTARY</u> <i>Grant & Green</i> Aviation & Grant	<u>ALTA VISTA ELEMENTARY</u> <i>Camino Real & Prospect</i> <i>Knob Hill & Julia</i> <i>Julia & Serpentine</i> <i>Knob Hill & Prospect</i>
<u>ADAMS & WASHINGTON K-8th</u> Felton & Grant <i>Felton & Ripley</i> <i>Lilienthal & Ripley</i> 182 nd & Inglewood Lilienthal & Ralston Inglewood & Ralston	<u>PARRAS MIDDLE SCHOOL</u> <i>Emerald & Lucia</i> <i>Vincent & Lucia</i>
<u>TULITA ELEMENTARY</u> Palos Verdes & Prospect Palos Verdes & Helberta <i>Helberta & Prospect</i>	<u>ST. LAWRENCE MARTYR K-8th</u> <i>Prospect & Ave G</i>

Crossing Guard Services

Part-time City employed Crossing Guards are hired through the Police Department, along with the use of contract services to bridge gaps in coverage. Should vacant locations happen to occur due to an absence, personnel from other areas of the Police Department, such as Municipal Services or Code Enforcement, are diverted from their primary assignment to assist with coverage.

Historically, there has been difficulty in hiring, retaining, and consistently filling part-time crossing guard positions based on the limited candidate pool. During FY 2022-23, the City Council approved a pay range increase of \$20-25/hour for the Crossing Guard positions, with the goal to improve recruitment and move away from the more costly contract services.

Crossing guard staffing is split into morning and afternoon shifts of approximately two (2) hours each, for a total of 4 to 5 hours per day, for the 180 days in each school year. The total rate for a single City-employed Crossing Guard for the entire school year is approximately \$18,630.

The Police Department also has an annual agreement with All City Management, Inc. (ACM) for contract services to supplement vacant crossing guard locations. The current ACM contract cost for FY 24-25 is \$36.78/hour. The cost for a single contracted Crossing Guard for the entire school year was \$29,792, \$11K more than a City-employed Crossing Guard. This hourly rate will be increased in FY 25-26.

Data related to individual intersection traffic volume is included in Attachment C of this BRR.

Addition of Two Intersections

City Council has identified two additional locations within the City that could benefit from crossing guards, Inglewood Avenue at Grant Avenue and Artesia Blvd at the Green Belt. Those proposed locations are situated on major arterial roadways which are heavily trafficked in both morning and afternoon hours.

Intersection assessments were conducted at both intersections by the City of Redondo Beach Police Department Crossing Guard Supervisor and the following data was collected.

**Intersection Assessment
Artesia Blvd. & Bike Path**
Tuesday, January 21, 2025 – 7:00 a.m. to 8:30 a.m.

1.	Student Bikes	(49) 10 were part of large organized group with three parents chaperoning 7 crossed when their light was red 3 were riding in the same direction as the vehicles
2.	Student E-Bikes	(27) 11 were part of the organized group with adult chaperones 5 crossed when their light was red
3.	Student Skateboards	(1)
4.	Student E-Scooters	(5)
5.	Student Pedestrians	(7) 1 crossed when their light was red
6.	Parent & Child on Bike	(1)
7.	Parent & Child on Ebike	(1)
8.	Adult Pedestrians	(25) 7 were walking dogs, 5 were jogging
9.	Adult Bikes	(14) Predominantly crossing after the school traffic is over
10.	No Helmets	1 Adult – however I saw at least several students without their helmets buckled
11.	Adults & Children & Dog	0
12.	Total Persons Crossing	(130)
13.	Automobiles	2500

**Intersection Assessment
Inglewood Avenue & Grant Avenue**
Thursday, January 23, 2025 – 7:00 a.m. to 8:30 a.m.

1.	Student Bikes	(2) Both Crossed Grant only
2.	Student E-Bikes	(7) Six Crossed both Inglewood and Grant
3.	Student Skateboards	(0)
4.	Student E-Scooters	(1) Crossed both Inglewood and Grant
5.	Student Pedestrians	(20) 14 Crossed both Inglewood and Grant 6 crossed Grant only
6.	Parent & Child on Bike	(3) Consisting of one parent and two children
7.	Adult Pedestrians	(16) 9 Crossed Both Inglewood and Grant 3 Crossed Inglewood only 4 Crossed Grant only 5 were joggers 3 were walking dogs, one also had a child
8.	Adult Bikes	(4)
9.	Adult EBikes	(2) One crossed Inglewood only One Crossed Grant only One included above carrying two children
10.	No Helmets	One – The helmet was on his handlebars
11.	Adults & Children & Dog	One included with "Adult Pedestrians" above
12.	Total Persons Crossing	(55)
13.	Automobiles	2960

Traffic collision review

A one-year collision review was conducted at both locations back to January 1, 2024.

Artesia and the Bike Way (2) collisions reported.

- Vehicle Vs. vehicle traffic collision with no injuries reported and no pedestrians involved.
- Vehicle Vs. Bicyclist collision report. Bicyclist was crossing Artesia Bl. in the Bike way when they were struck by a vehicle. Minor injuries were reported. Vehicle was found at fault for this collision.

Inglewood Av. and Grant Av. (9) collisions reported.

- (7) “non-reportable” collisions occurred at the intersection. Collisions were non injury and did not involve pedestrians.
- (2) traffic collision reports were completed. The collisions were non injury and no pedestrians were involved.

Fiscal Impact of Crossing Guard Services

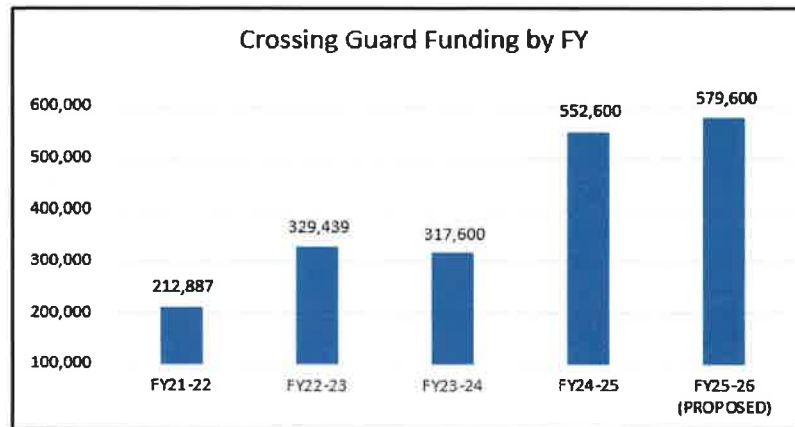
For FY 24-25, there was existing core budget of \$212,600 for part-time personnel providing coverage for 12 intersections. City Council further authorized a one-time General Fund appropriation of an additional \$340,000 (\$205K for part-time staffing and \$135K for contract services) to staff all 27 identified locations. This brought the total allocation for crossing guards in FY 24-25 to \$552,600.

For FY 25-26, the core budget of \$212,600 for part-time personnel will continue to fund 12 intersections. The proposed budget includes Decision Package #24 that, if approved, would provide \$367,000 of additional one-time funding for both part-time personnel (\$205,000) and contract crossing guard services (\$162,000) to cover the additional 15 intersections, bringing the total budget appropriation for 27 intersections to \$579,600. This figure anticipates an increase to the hourly cost of the contract service from last fiscal year. The Police Department will strive to maximize cost efficiency by filling the majority of locations with City-employed part-time staff when feasible, with the contract services allocation allowing flexibility to fill all locations.

Should City Council choose to add another two intersections, the cost would be \$64,800 for contract services, bringing the General Fund total for 29 intersections to \$644,400.

	Core Budget 12 Intersections	DP*** \$367,000 one-time 27 Intersections	Add one-time \$64,800 to DP *** 29 Intersections
Total Cost	\$212,600	\$579,600	\$644,400

The following chart illustrates historical funding data for crossing guards.



Attachments:

Attachment A – Cost comparison with other cities

Attachment B – District Maps

Attachment C – Intersection traffic analysis

Crossing Guard Cost Comparison

City	School District	# of Schools	Total # of crossing guard posts	City employees vs. contract	Crossing guard per site	Funding from the School District	City Cost
Redondo	Redondo Beach Unified School District	11	27 posts	12 part-time positions allocated in the budget, supplemented with contract services (ACMS)	0.9 guard per site	None	\$579,600
Torrance	Torrance Unified School District	29	32 posts	16 part-time positions allocated in the budget, supplemented with contract services (ACMS)	1 guard per site	None	~\$330,000 annually for a 3-year contract; plus position costs
Hermosa	Hermosa Beach School District	3	14 posts	Fully contracted (ACMS)	1 guard per site	None	~\$325,000 annually for a 3-year contract; plus position costs
Manhattan Beach	Manhattan Beach School District	7	26 posts	Fully contracted (ACMS)	1 guard per site	None	~\$498,000 annually for a 3-year Contract
Lawndale	Lawndale Elementary School District	8	8 posts	Fully contracted (ACMS)	1 guard per site	None	\$156,340 (FY 24-25)
Hawthorne	Hawthorne School District	11	12 posts	Fully contracted (ACMS)	1 guard per site	The City cost is paid to the School District	\$117,500 (FY 24-25)

Rancho Palos Verdes	Palos Verdes Peninsula Unified School District*	16	7 posts (4 schools)	Fully contracted (ACMS)	1 guard per site	43% City/ 57% School District and Peninsula Education Foundation	\$138,120 (FY 24-25) \$59,392 (City share)
Rolling Hills Estates			4 posts (3 schools)		1 guard per site	City only pays for 4 posts, additional posts are covered by the School District	\$78,000 (FY 24-25)
Riverside	Alvord Unified School District	15 (13 additional sites are 100% covered by the school district)	87 posts	Fully contracted (ACMS)	1.4 guards per site	2024-25: 50% City / 50% School District Gradual reduction in City contribution from 50% to 25% by 2029-30	\$1.92M (FY 25-26) \$714,873 (City Share)
	Riverside Unified School District	49 (6 additional sites are 100% covered by the school district)					\$2.44M (FY 29-30) \$505,728 (City Share)

*Confirmed Palos Verdes Estates and Rolling Hills do not have crossing guards

District Maps

District Maps follow, from north to south.

District 5 – 3 Intersections (Lincoln and Madison schools)

District 4 – 3 Intersections (Birney, Adams/Washington schools)

District 3 – 11 Intersections (Adams/Washington, Jefferson, and Beryl Heights schools)

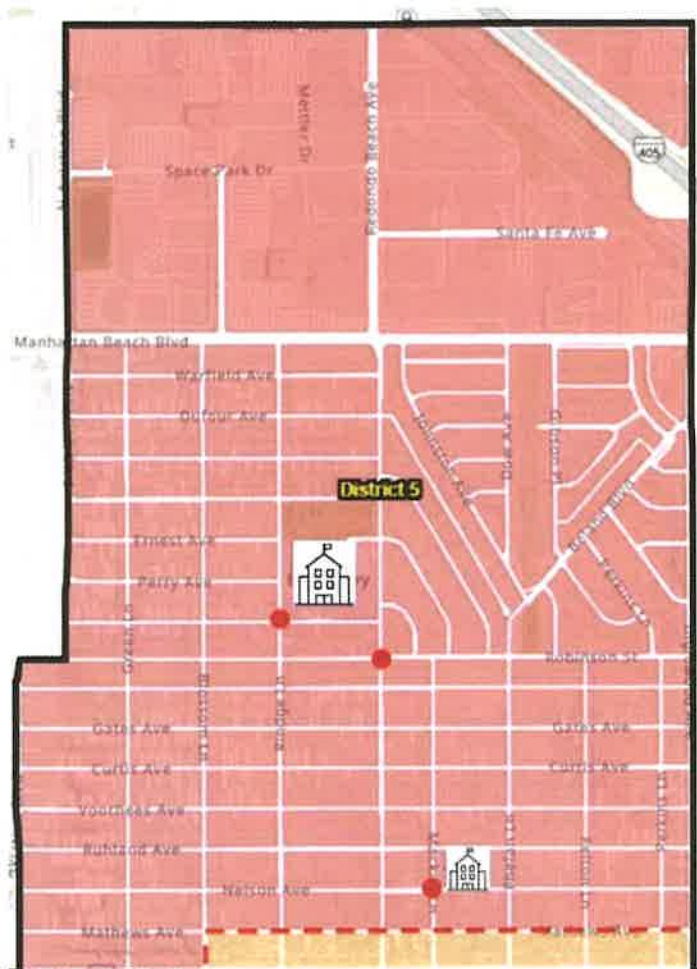
District 2 – 2 Intersections (Beryl Heights and Parras schools)

District 1 – 8 Intersections (Alta Vista, Tulita, and St. Lawrence schools)

Of the 27 crossing guard locations, 17 are immediately adjacent to a RBUSD school site, and one (1) is adjacent to St. Lawrence Martyr private school.

DISTRICT 5 – 3 Intersections

(Lincoln and Madison schools)



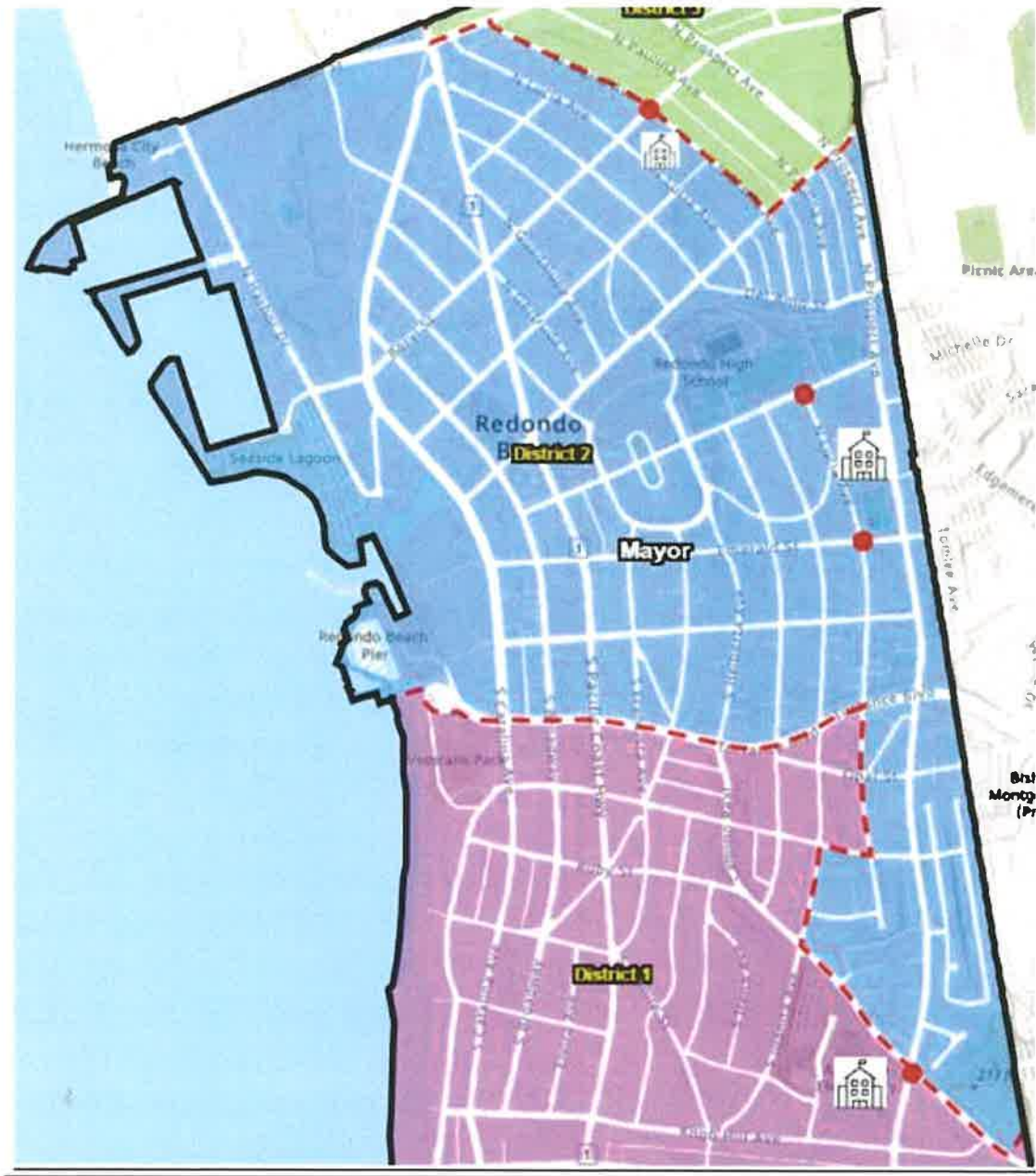
DISTRICT 4 – 3 Intersections (plus 1 bordered with D3)
(Birney and Adams/Washington schools)



DISTRICT 3 – 11 Intersections (Adams/Washington, Jefferson, and Beryl Heights)

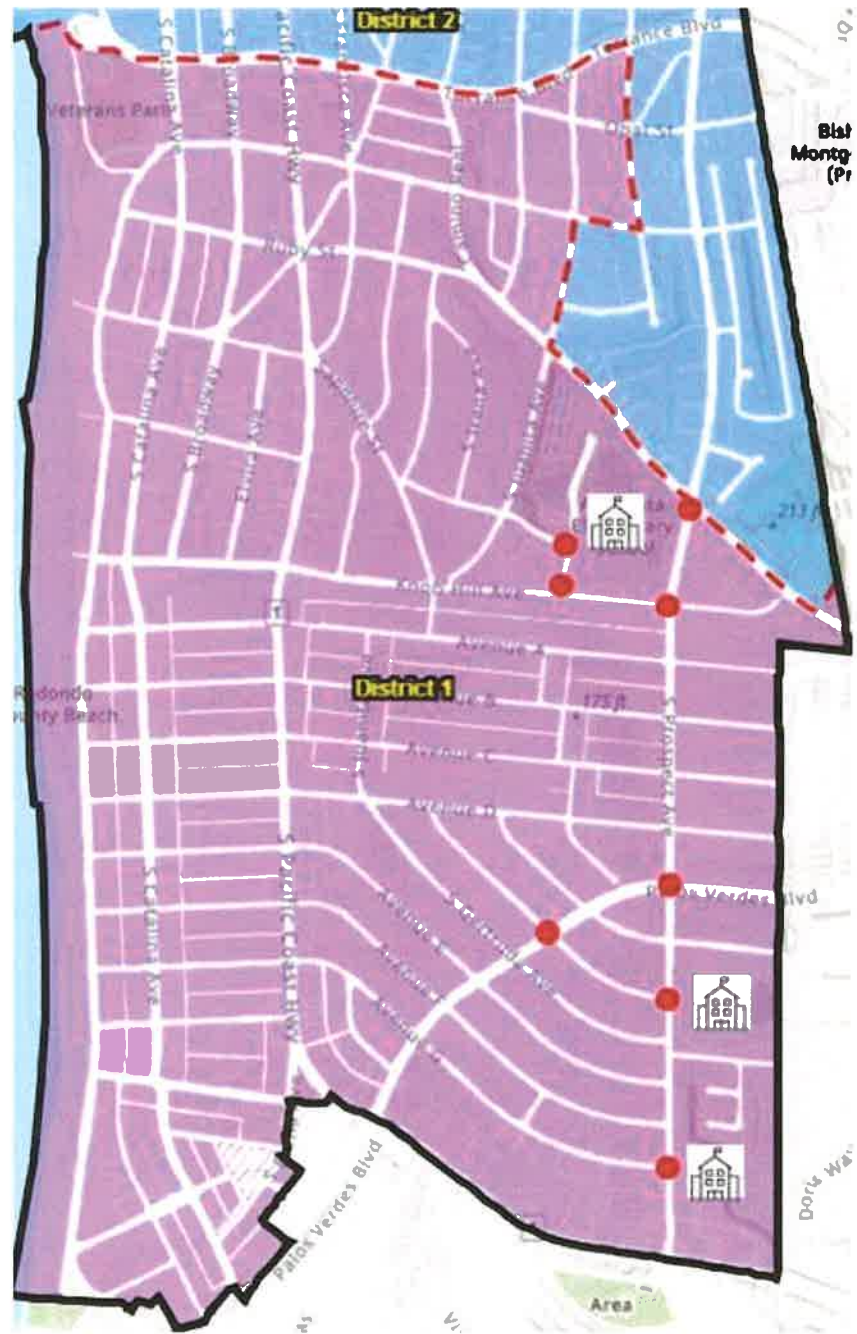


DISTRICT 2 – 2 Intersections (2 other intersections on borders)
(Beryl Heights and Parras schools)

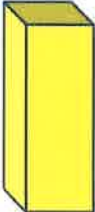











DISTRICT 1 – 8 Intersections

(Alta Vista, Tulita, and St. Lawrence schools)



Legend

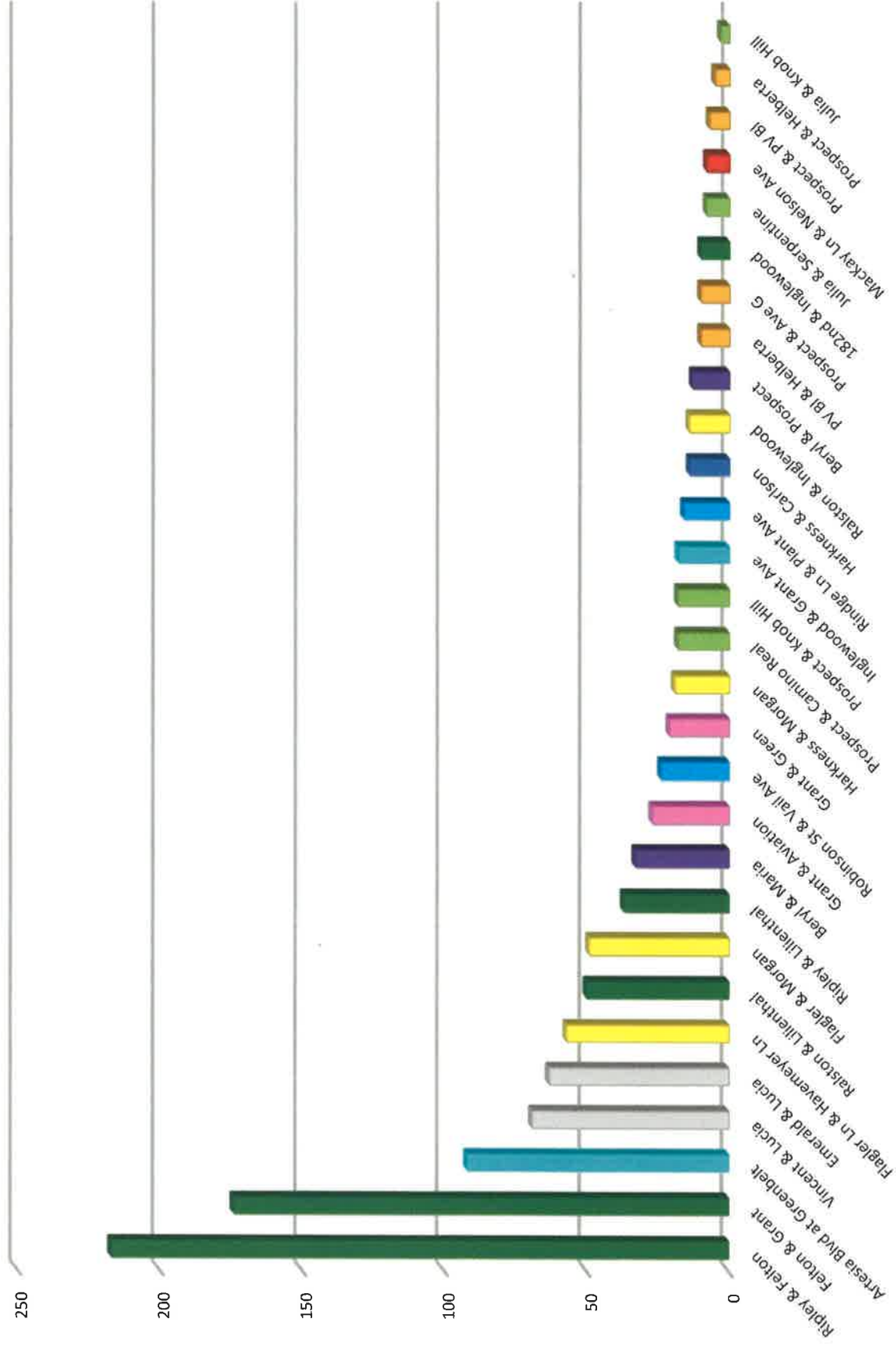
	Jefferson Elementary School		Parras Middle School
	Alta Vista Elementary School		Beryl Heights Elementary School
	Lincoln Elementary School		Birney Elementary School
	Madison Elementary School		Washington / Adams Schools
	Tulita Elementary School		*Artesia at Greenbelt & *Inglewood at Grant

* Artesia Boulevard at the greenbelt (2500 block) and Inglewood Avenue at Grant Avenue are not currently included in the City Council authorized 27 intersections and are not currently staffed with a Crossing Guard.

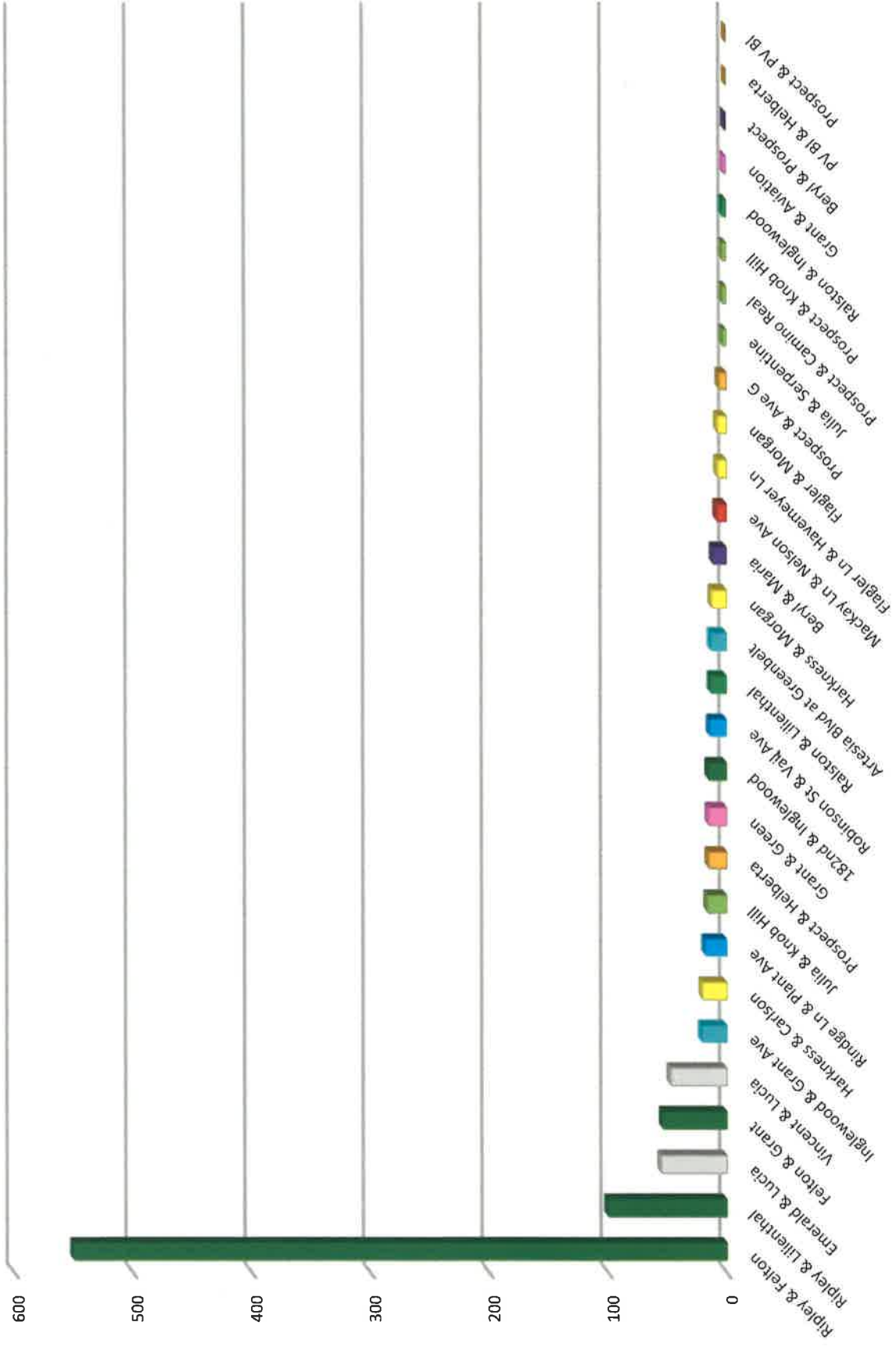
All data was gathered over an approximate 90-minute period during the morning rush hour.

Intersection	Total E-Bike and Bike Riders	Unaccompanied Student Pedestrians	Adult Pedestrians - Solo & with Students	Total Pedestrians	Vehicles
Flagler Ln & Havemeyer Ln	57	7	67	74	586
Flagler & Morgan	49	7	58	65	742
Harkness & Carlson	14	20	82	102	490
Harkness & Morgan	19	12	117	129	557
Julia & Serpentine	8	3	133	136	398
Prospect & Camino Real	18	3	43	46	3190
Julia & Knob Hill	3	16	116	132	734
Prospect & Knob Hill	18	3	66	69	2233
Rindge Ln & Plant Ave	16	18	215	233	261
Robinson St & Vail Ave	24	14	78	92	470
Mackay Ln & Nelson Ave	8	8	121	129	111
PV Bl & Helberta	10	0	55	55	2275
Prospect & Helberta	5	15	179	194	1947
Prospect & PV Bl	7	0	49	49	2794
Prospect & Ave G	10	6	91	97	1255
Emerald & Lucia	63	55	37	92	761
Vincent & Lucia	69	47	21	68	1003
Beryl & Prospect	13	1	36	37	3519
Beryl & Maria	33	11	180	191	1364
Grant & Aviation	27	2	33	35	2316
Grant & Green	21	15	154	169	1742
182nd & Inglewood	10	15	24	39	3093
Felton & Grant	174	54	74	128	1892
Ralston & Inglewood	14	3	23	26	2827
Ralston & Lilienthal	50	13	120	133	597
Ripley & Felton	217	550	114	664	589
Ripley & Lilienthal	37	100	224	324	665
Artesia Blvd at Greenbelt	92	13	25	38	2000
Inglewood & Grant Ave	18	21	17	38	2960

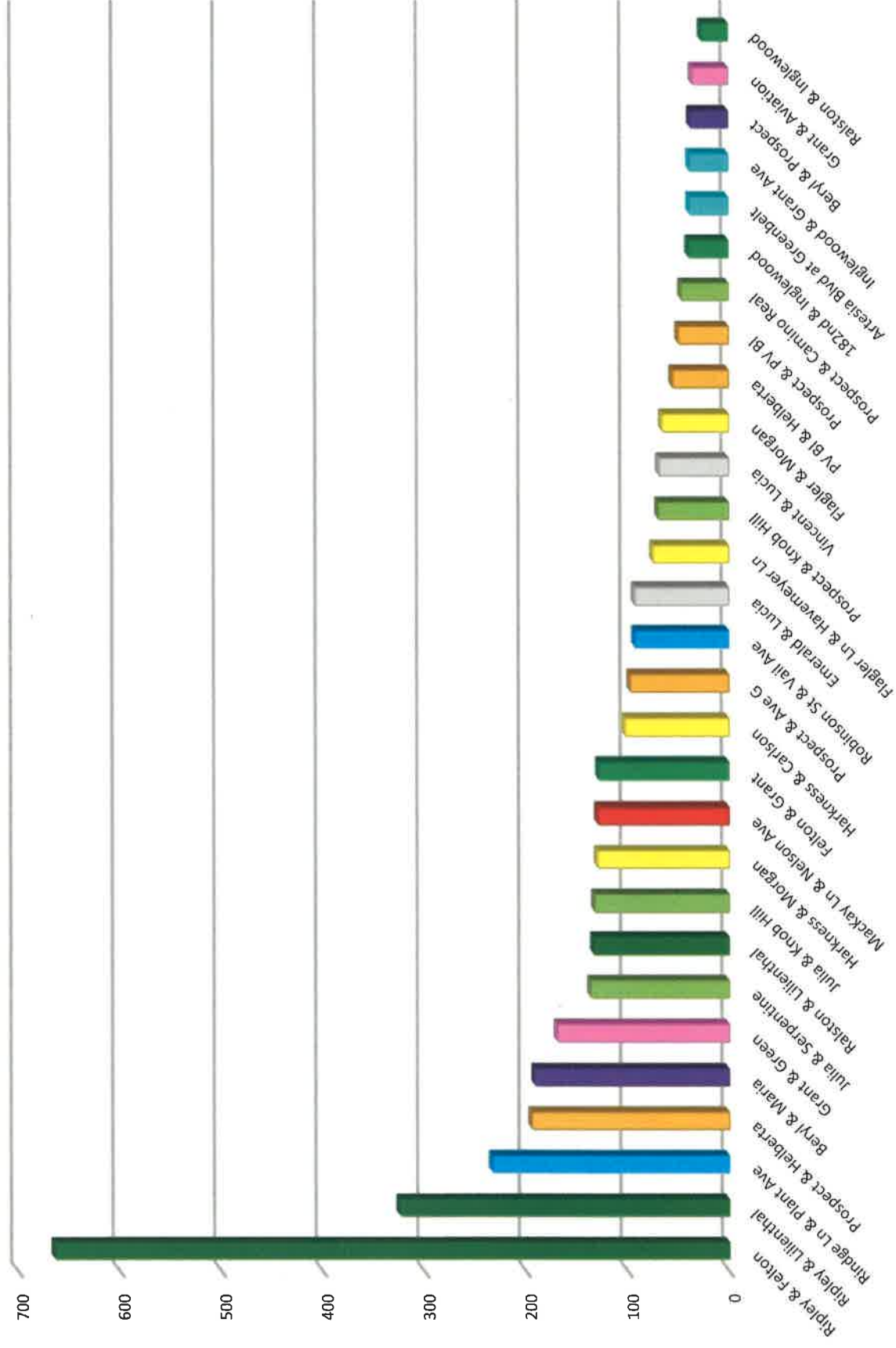
Total E-Bike and Bike Riders Adults & Students



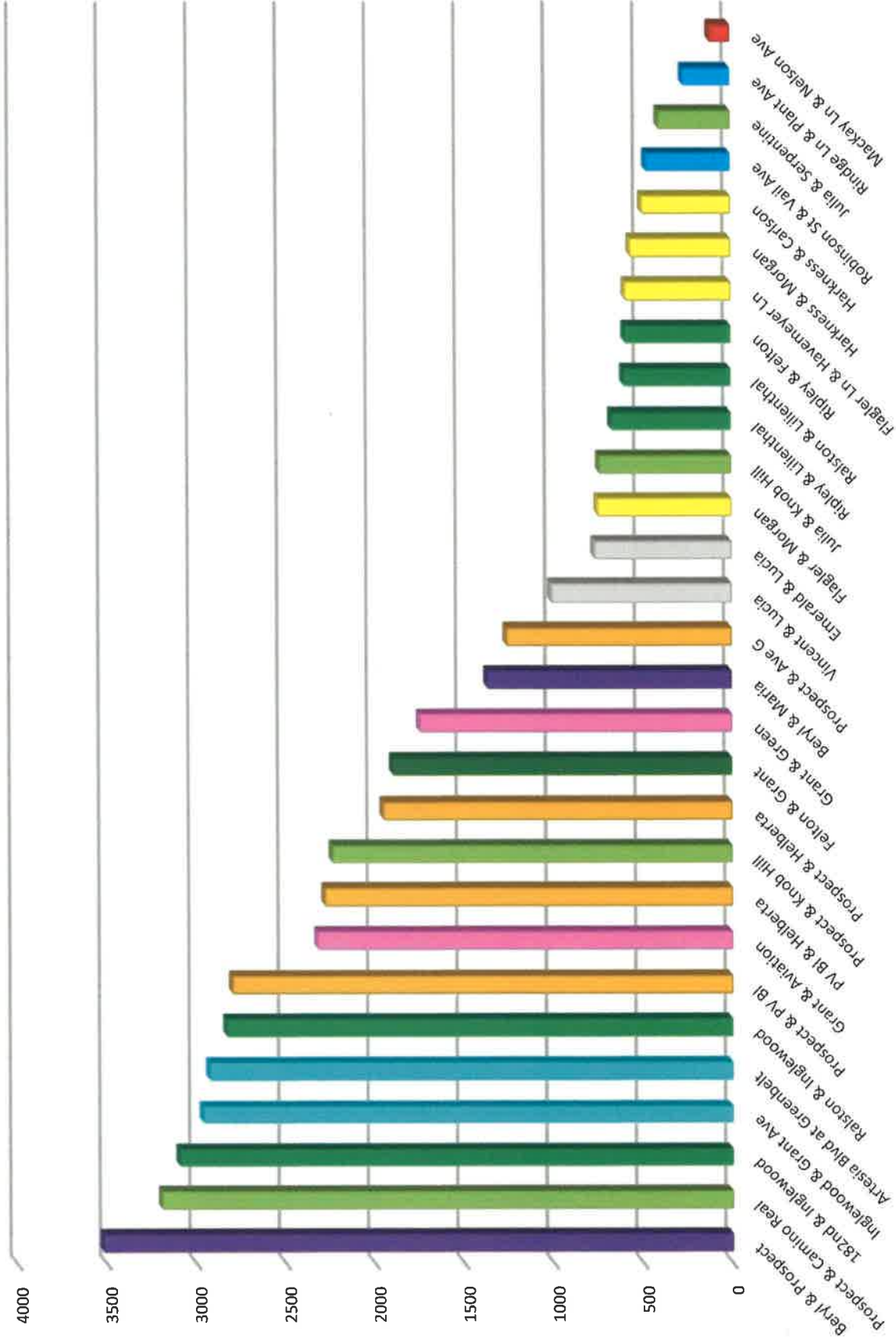
Unaccompanied Student Pedestrians



Total Pedestrians Adults & Students



Vehicles

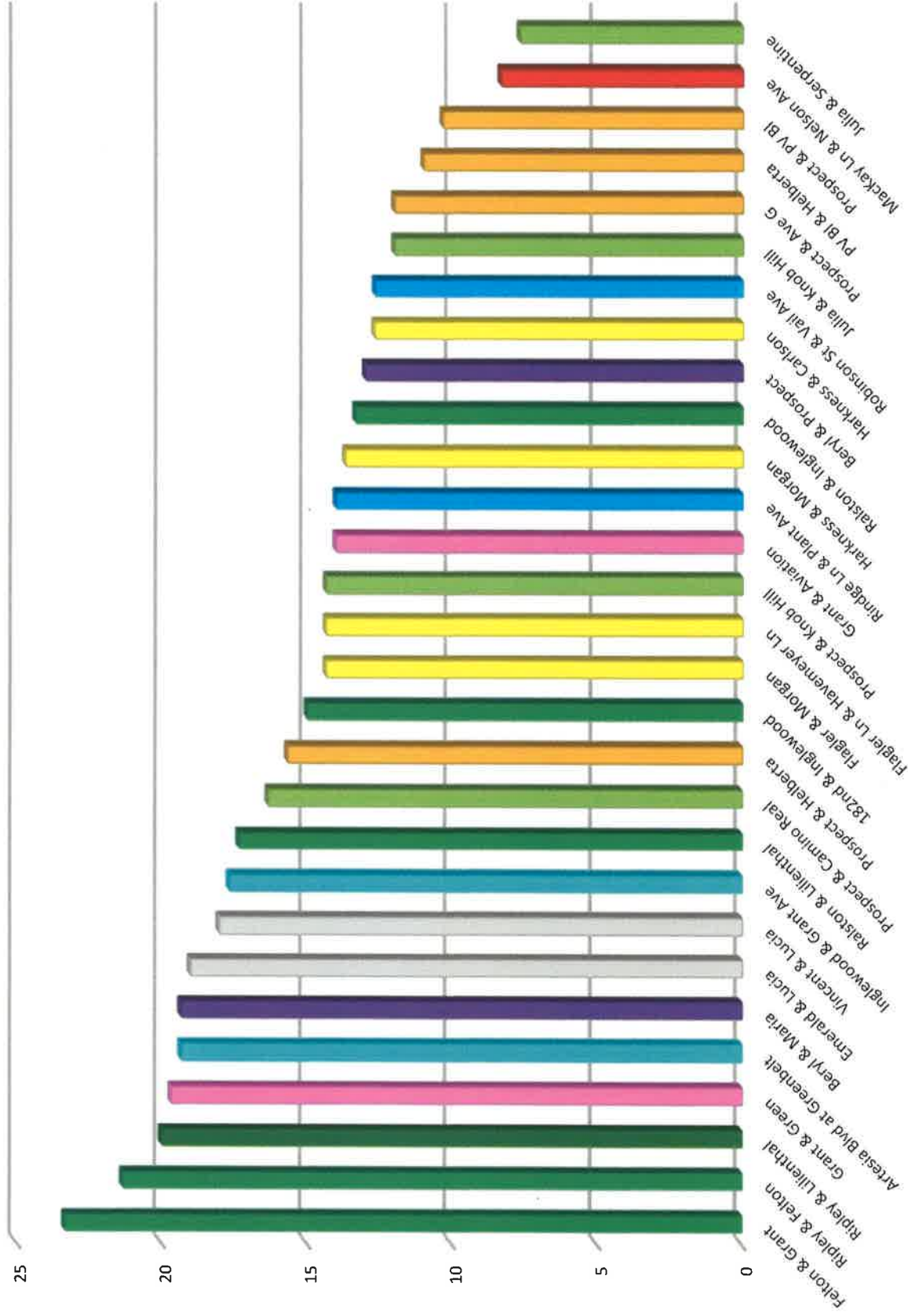


Intersection	Total E-Bike and Bike Riders Ranking	Total Pedestrians Ranking	Total Vehicles Ranking	Average
Felton & Grant	28	24	18	23.33333
Ripley & Felton	29	27	8	21.33333
Ripley & Lilienthal	21	29	10	20
Grant & Green	17	25	17	19.66667
Artesia Blvd at Greenbelt	27	8	23	19.33333
Beryl & Maria	20	22	16	19.33333
Emerald & Lucia	25	19	13	19
Vincent & Lucia	26	14	14	18
Inglewood & Grant Ave	15	12	26	17.66667
Ralston & Lilienthal	23	20	9	17.33333
Prospect & Camino Real	15	6	28	16.33333
Prospect & Helberta	2	26	19	15.66667
182nd & Inglewood	8	10	27	15
Flagler & Morgan	22	9	12	14.33333
Flagler Ln & Havemeyer Ln	24	12	7	14.33333
Prospect & Knob Hill	15	8	20	14.33333
Grant & Aviation	19	1	22	14
Rindge Ln & Plant Ave	12	28	2	14
Harkness & Morgan	16	19	6	13.66667
Ralston & Inglewood	11	4	25	13.33333
Beryl & Prospect	9	1	29	13
Harkness & Carlson	11	22	5	12.66667
Robinson St & Vail Ave	18	16	4	12.66667
Julia & Knob Hill	1	24	11	12
Prospect & Ave G	7	14	15	12
PV Bl & Helberta	7	5	21	11
Prospect & PV Bl	3	4	24	10.33333
MacKay Ln & Nelson Ave	5	19	1	8.333333
Julia & Serpentine	5	15	3	7.666667

Intersections given a rank for each category: 29 the busiest and 1 the least busy. Average for each category determined the ranking order.

This chart includes all pedestrians (adults and students), all bike riders and all vehicles.

Average Rank - All Pedestrians, Bike Riders and Vehicles

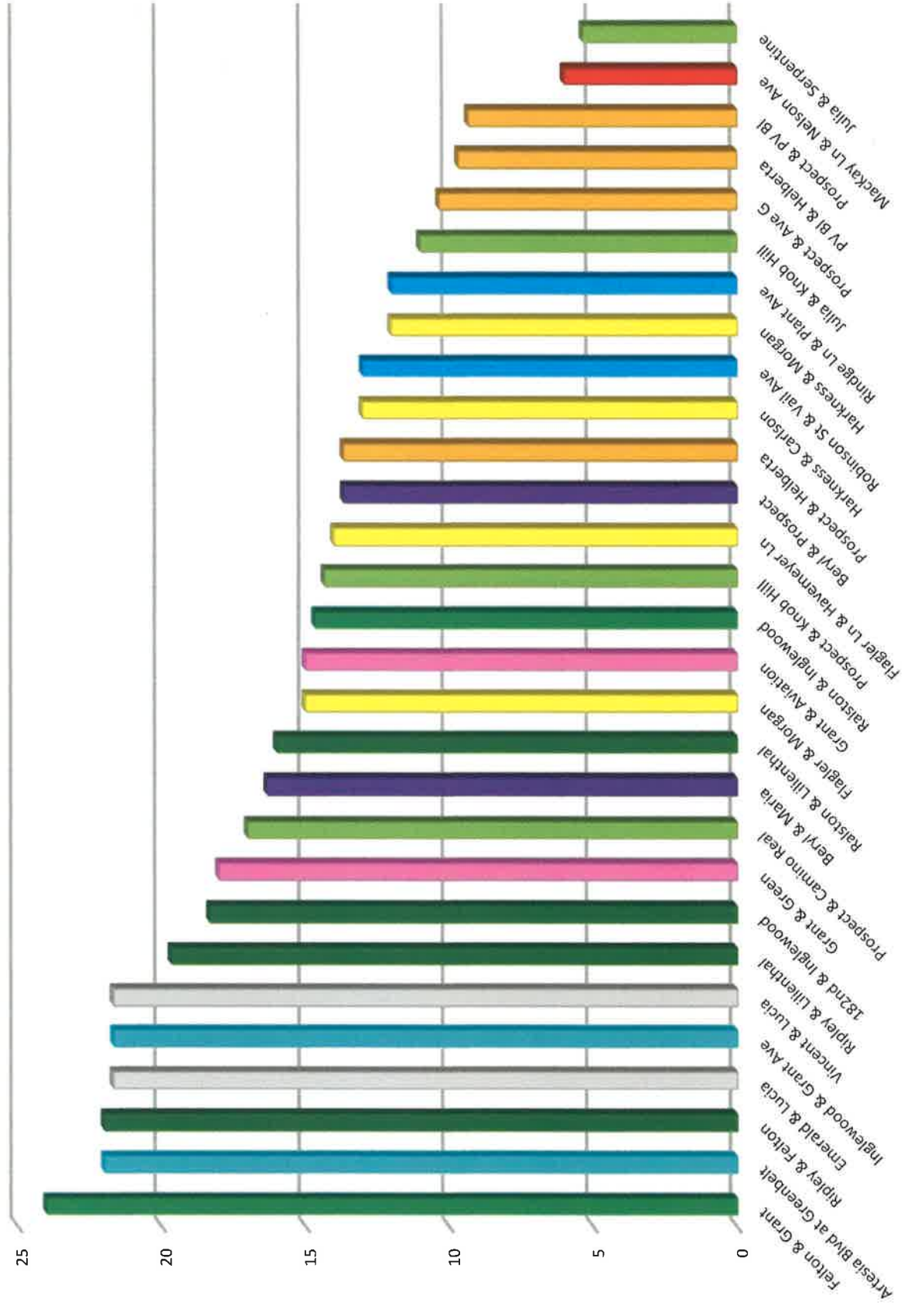


Intersection	Total E-Bike and Bike Riders Ranking	Unaccompanied Student Pedestrians Ranking	Vehicles	Average
Felton & Grant	28	26	18	24
Artesia Blvd at Greenbelt	27	16	23	22
Ripley & Felton	29	29	8	22
Emerald & Lucia	25	27	13	21.66666667
Inglewood & Grant Ave	15	24	26	21.66666667
Vincent & Lucia	26	25	14	21.66666667
Ripley & Lilienthal	21	28	10	19.66666667
182nd & Inglewood	8	20	27	18.33333333
Grant & Green	17	20	17	18
Prospect & Camino Real	15	8	28	17
Beryl & Maria	20	13	16	16.33333333
Ralston & Lilienthal	23	16	9	16
Flagler & Morgan	22	11	12	15
Grant & Aviation	19	4	22	15
Ralston & Inglewood	11	8	25	14.66666667
Prospect & Knob Hill	15	8	20	14.33333333
Flagler Ln & Havemeyer Ln	24	11	7	14
Beryl & Prospect	9	3	29	13.66666667
Prospect & Helberta	2	20	19	13.66666667
Harkness & Carlson	11	23	5	13
Robinson St & Vail Ave	18	17	4	13
Harkness & Morgan	16	14	6	12
Rindge Ln & Plant Ave	12	22	2	12
Julia & Knob Hill	1	21	11	11
Prospect & Ave G	7	9	15	10.33333333
PV Bl & Helberta	7	1	21	9.66666667
Prospect & PV Bl	3	1	24	9.33333333
MacKay Ln & Nelson Ave	5	12	1	6
Julia & Serpentine	5	8	3	5.33333333

Intersections given a rank for each category: 29 the busiest and 1 the least busy. Average for each category determined the ranking order.

This chart includes all unaccompanied student pedestrians, all bike riders and all vehicles.

Average Rank - Unaccompanied Student Pedestrians, Bike Riders and Vehicles



Intersection	Total Pedestrians	Total E-Bike and Bike Riders	Average Rank
Ripley & Felton	29	29	29
Ripley & Lilienthal	28	21	24.5
Felton & Grant	18	28	23
Ralston & Lilienthal	22	23	22.5
Beryl & Maria	25	20	22.5
Grant & Green	24	17	20.5
Emerald & Lucia	15	25	20
Rindge Ln & Plant Ave	27	12	19.5
Vincent & Lucia	11	26	18.5
Flagler Ln & Havemeyer Ln	13	24	18.5
Harkness & Morgan	20	16	18
Robinson St & Vail Ave	15	18	16.5
Artesia Blvd at Greenbelt	5	27	16
Flagler & Morgan	10	22	16
Harkness & Carlson	17	11	14
Julia & Serpentine	23	5	14
Prospect & Helberta	26	2	14
Prospect & Knob Hill	12	15	13.5
Prospect & Ave G	16	8	12
Mackay Ln & Nelson Ave	19	5	12
Prospect & Camino Real	7	15	11
Julia & Knob Hill	21	1	11
Grant & Aviation	2	19	10.5
Inglewood & Grant Ave	5	15	10
PV Bl & Helberta	9	8	8.5
182nd & Inglewood	6	8	7
Ralston & Inglewood	1	11	6
Beryl & Prospect	3	9	6
Prospect & PV Bl	8	3	5.5

Intersections given a rank for each category: 29 the busiest and 1 the least busy. Average for each category determined the ranking order.

This chart includes all pedestrians and all bike riders. No motor vehicles.

Average Ranking Pedestrian and Bike Traffic (no vehicles)

