Crossing Guard Safety: Tips for Crossing Guard Supervisors

February 2017

Department of Labor Standards
Workplace Safety & Health Program for Public Employees
Objectives

- Review injury data for Crossing Guards
- Highlight top 6 safety strategies
- Connect to training resources
September 9, 2016

Pennsylvania

Driver hits Philadelphia crossing guard working with child.
November 8, 2016

Florida

Police: St. Petersburg crossing guard struck, killed by impaired driver

By LaVendrick Smith, Times Staff Writer
Tuesday, November 8, 2016 3:55pm
October 28, 2016

New York

Hempstead school crossing guard fatally hit by truck, police say

Updated October 28, 2016 7:20 PM
By Laura Blasey and John Valenti laura.blasey@newsday.com, john.valenti@newsday.com

Nassau LONG ISLAND
Massachusetts Crossing Guard Injuries

A review of news reports and workers compensation data indicates that Crossing Guards get struck in Massachusetts.

<table>
<thead>
<tr>
<th>Year</th>
<th>Struck-by-Car</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>5</td>
</tr>
<tr>
<td>2015</td>
<td>7</td>
</tr>
<tr>
<td>2014</td>
<td>5 (1 fatal)</td>
</tr>
<tr>
<td>2012</td>
<td>9 (1 fatal)</td>
</tr>
</tbody>
</table>
MYTH: Crossing Guards get hurt because they’re old.

Reality: A 4,000 pound car traveling at 40 mph does damage regardless of age.
Myth: Sun Glare. There’s nothing I can do.

If an accident report concludes: “sun glare” there are still steps the town should take.

Strategies to Consider:
- Signals
  - Traffic lights
  - Hybrid beacons
- Signs
  - Advanced warning
  - Flashing signs
- Cones
- Speed enforcement
Pedestrian crash site data can indicate risk for Crossing Guards:

- Motorist behavior
- Street density
- Crosswalk visibility

MassDOT website for top pedestrian crash locations (all pedestrians, not just Crossing Guards)
http://gis.massdot.state.ma.us/maptemplate/topcrashlocations
Reason for Inspection:

• Injury Follow-Up

• Planned pro-active inspection based on town demographics and MassDOT crash data
Types of conditions observed that require correction:

- Pedestrian crossing signs missing
- Inoperable cross signal
- Parking encroachment
- Faded crosswalk paint
- No STOP paddle
- No proof of training
Where do these strategies come from?

**MUTCD**

**Safe Routes for Schools**
- The US Department of Transportation provides recommendations for Crossing Guard and pedestrian safety.
Top 6 Requirements for Crossing Guard Safety

- Choose a Safe Crosswalk Location
- Make Crosswalk Visible
- Make the Crossing Guard Visible
- Standard Procedures
- Traffic Enforcement
- Training
Requirement 1: Choose a Safe Location for Crosswalk

**MUTCD 3B.18.09 (Guidance)**

Crosswalks should not be located on streets where traffic is faster than 40 mph. If so, an engineering study should be conducted.
MUTCD 3B.18.08 (Guidance)

First Choice:
Choose a location with a STOP sign.

A STOP sign requires motorists to come to a complete stop before encroaching on the crosswalk.
Choose a Safe Location

- MUTCD 3B.18.08 (Guidance)

**Second choice:**
Choose a location at a traffic light.

**NOTE:**
- Crossing Guards should not contradict the traffic signal.
Caution: Crosswalks near Convenience Stores

- Two fatal Crossing Guard injuries in Massachusetts occurred in front of a convenient store.

Factors:
- Parked cars
- Motorist distraction
Caution: Left-turn lanes

Left-Turn Arrow may appear to give motorists the right-of-way while the Crossing Guard is still in the crosswalk.

A 2010 NYC report indicates that 3x as many pedestrian accidents occur in Left-turn crosswalks than in Right-turn crosswalks. 57% were obeying the Walk/Don’t Walk signal.
Why Left-Turn Collisions Happen

- Driver watching gap in oncoming traffic to take left;
- Driver **accelerates** to catch the gap;
- A support pillar in car creates a **Blind Spot** where windshield meets door;
- A pedestrian walking in crosswalk can walk at same pace as the drivers blind spot.
Left-Turn Solutions used in NYC

- Move XG to different location;
- Give separate, dedicated phases for Pedestrian WALK and green arrow (split phase timing);
- Reduce 2-lane traffic in each direction to 1-lane each direction;
- Improve line-of-sight by painting No Parking area;
- Yield Sign
Supervisor and Traffic Engineer should evaluate each XG post before school starts and throughout year:

*To see strategies to improve this crosswalk, click next*

- Adjust timing so XG is not stranded
- Add Walk icon when XG is posted
- Make sure button works
- Freshen paint
- Cross where cars do not have a left arrow
Requirement 2: Make the Crosswalk Visible

- **MUTCD 7C.02.03:**
  Use a distinctive paint pattern, stripe width, and crosswalk width.

Bad. Paint markings are faded and not visible.

Good. A zebra design is used to increase visibility. See MUTCD for other pattern suggestions.
Make the Crosswalk Visible

MUTCD Fig 3B.19:

- Prohibit parking within **20 feet** of the crosswalk, in both directions.

Bad. Pedestrian must walk into street in order to see around vehicles.

Good. Pavement markings prohibit parking, so that motorist can see pedestrian on sidewalk.
Make the Crosswalk Visible

- MUTCD 3B.18.11 and 7C.02.03
- Use a high visibility Pedestrian Crossing sign at un-signalized crosswalks.

Bad. Foliage obstructs sign.

Good Sign not obstructed.
A pedestrian crossing sign is *not* used at STOP signs or traffic lights because drivers are already expected to come to a complete stop.

- Pedestrian signs are not used at STOP signs.
- Pedestrian signs are Not used at traffic lights.
- A pedestrian sign is used at non–signalized crosswalks.
MUTCD signage

Old, NO GOOD!
- Not fluorescent

MUTCD 7B.07.01 (Required):
- Crosswalks where a Crossing Guard is posted must have a yellow fluorescent sign
Ideas – Flashing signs

Flashing signs are an option that may be appropriate at some Crossing Guard locations.

Flashing lights that are activated by crossing guard are an option for some locations.
Idea: No Turn on Red

Flashing “No turn on Red” sign appears when pedestrian walk signal is active.

This could be an option at some locations.
School Zones

Can I just post a School Zone sign to slow cars down?

MassDOT MUTCD amendment 7E–4:
“The School Zone Speed Limit Sign may be used to limit speed to 20 mph where the school building or the grounds thereof abuts the street or highway. It shall not be used at any other location.”
Requirement 3: Make the Crossing Guard Visible

The worker should be visible from all angles.

An acceptable vest has

- Reflective stripe on both shoulders.
- Reflective stripe that completely wraps around the torso.
- Fabric that completely covers torso.
- Fully zipped

- MUTCD 7D.04.01
BAD. Not Acceptable.
This bib does not have fabric around entire torso.

Avoid orange which = traffic cone.
Use lime yellow which means person.

BAD. Not Acceptable.
Black area removes some of the hi-vis yellow. This is sold for construction workers at a non-road worksite.
Clothing options

- Pants
- Hi–vis gloves

Hi–Vis pants and gloves are optional. However, could be very good ideas at Left–Turn crosswalks and convenience stores.
Labels are Changing, but reflection staying the same –

- 2004 – Class 2
  - Grandfathered for existing clothing

- 2015 – Type R2
  - Label changed, amount of reflective stripe is the same

R means Road. Use R Class 2 for Crossing Guards
Hi–Vis Problems

- Replace when faded.
- MUST be zipped.
Requirement 4: Follow Safe Work Practices

Traffic Lights:

- Wait for the RED light to stop traffic flow.
- Crossing Guards should not contradict a green light.

Good. This crossing guard is waiting for the WALK signal before entering the road.

NOTE: The orange reflective bib does not meet ANSI requirements.
MUTCD 7D.05.02 requires that a STOP paddle is used.

- STOP paddle must be octagonal, red, with STOP letters.
Lighted STOP paddles are available, which increases visibility.

A STOP paddle on a 5-foot pole increases visibility for streets that may have a line of stopped cars.
Follow Safe Work Practices

MUTCD 7D.05.01

- Crossing guards should not direct traffic in the traditional sense. MUTCD

- Crossing guards should not instruct cars to violate traditional traffic rules.
Requirement 5: Traffic Enforcement

Work with local police:

- Speed and parking tickets

Report drivers to police:
- Drivers proceed while children still in crosswalk.
- Drivers speed up “to beat” the stop.
- Drivers refuse to stop.
Requirement 6: Training

- “School Crossing Guard Training Guidelines,”
  www.dot.state.fl.us
  www.guide.saferoutesinfo.org

- “Videos: Vermont and New Jersey
  https://www.youtube.com/watch?v=h88b6fay0ew”

- Training tests:
  www.iowasaferoutes.org/crossingguard
  www.coloradodot.info.gov
Training

- Classroom Style
  - Specifically explain
  - Demonstrate duties

- Video
  - Make eye contact with drivers at ALL times.
Proof of Training

Minimum: Attendance Log

Date: _______________
Topic __________________
Instructor: ______________

Name         Signature
________    _____________
_________   ______________
__________  ______________
_________  _______________

Optional: Test demonstrates that training was received. Talking and sharing during test is OK and encouraged.

[Image of DOT Adult School Crossing Guard Final Exam Answer Key]
Wrap-Up

- Review injury data for Crossing Guards
- Highlight top 6 safety strategies
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