

# Crosswalk Heroes: Challenging Crossings

## Video Guide

The *Crosswalk Heroes: Challenging Crossings* video, for use in training sessions for crossing guards, can be found at [http://www.njcrossingguards.org/?page\\_id=38](http://www.njcrossingguards.org/?page_id=38)

The following are notes on the video sections that may assist you in discussing the challenging crossing topics with your crossing guards. Some of the principal messages that can be emphasized are listed below each heading. You can stop the video at the specific time noted to review particular points. Video times are noted as minutes:seconds.

### Turning Movements 00:10

- Many crashes occur when drivers are making turns.
- Drivers make a quick left turn to cross oncoming traffic and to beat the light.
- Drivers make right turns on red because they think they have the right of way.
- 00:51 Check to see if the guard should stand a little closer to the curb to block cars from turning into the crosswalk while students are crossing.
- 01:06 If you use orange cones to increase the turning radius of the corner, cars have to slow down – they cannot take a sweeping right turn.
- 01.30 Crossing guards take a position in relation to the direction of the greatest challenge.



### Multi-lane Crossings 01:42

- Crossing guards will establish a message with the students in the first days of school.
- If there are two guards, emphasize that they will be coordinating with each other – they enter and leave the roadway at the same time.
- 02.05 Notice that the guard is standing close to the curb, facing the direction of the greatest potential hazard. In this case, the challenge is the drivers who want to turn right on red.



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- 03:20 For information on Leading Pedestrian Interval and Exclusive Pedestrian Interval, consult your municipal engineer.

### Multi-leg Crossings (03:33)

- If two crossing guards are posted at a multi-leg crossing, guards will coordinate their actions, entering and leaving the crosswalk at the same time.

- 04.19 Where do you want your guards to stand? This guard is standing closer to the curb to stop drivers who want to make the right hand turn.



- 05.00 We often say the guard should have taken position in the road before the students step off the curb. On roads with high volumes of vehicles and students crossing, and particularly at unsignalized intersections, the students may be stepping out with the guard. Make sure your guards understand the protocol you expect them to follow.

- 05:03-05.06 There are students moving out of the crosswalk; note that the crossing guard instructs them to walk between the white lines.



- 05.06 A student is crossing behind the guard on the opposite crossing. Point this out to the guards - What should your guards do in this situation? Talk to the student to encourage them to cross at the crosswalk with the guards? Note that the crossing guards can only encourage students to listen to instructions. Should they report students who consistently cross the street in a dangerous way?



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- 05:07 Ordinarily, crossing guards are placed at crosswalks and they act as pedestrians, activating the pedestrian laws when they step into the crosswalk. Crossing guards sometimes place themselves in the middle of an intersection to allow people to cross in all directions at one time. When they stand in the middle of an intersection, they are directing traffic. If you are placing crossing guards in the middle of an intersection, make sure they are trained appropriately for that location.

### Signalized intersections (05:31)

- Ask your crossing guards if any of them have trouble at signalized intersections.
- 05:48 Make sure that all guards posted at intersections with pedestrian buttons know how the signal works. The guard should activate the signal, not the students. They must wait for the walk signal to appear in the signal cycle.
- Ask your crossing guards if they have enough time to cross all students. If they do not, observe what is happening and consult your municipal engineer about signal timing.
- If the pedestrian signal is not working, crossing guards should report it immediately.



### Whistle Use (07:28)

- Note that crossing guards should enter the roadway with the whistle in their mouth and hands free.
- 08:01-08:22 Crossing guards should give one long blast, or continuous blasts, as they step off the curb until they take position in the roadway. Clarify with your crossing guards what you expect for whistle use.
- 08:23-08:32 Whistles should be used in an emergency to get the attention of drivers.
- 08:33-08:42 Whistles are not used to signal children to cross.
- Emphasize that all crossing guards in a community should be using the whistle in the same way.



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### Road Noise (09:04)

- 09:43 Crossing guards usually use words to direct children that it is time to cross. If crossing guards might not be heard over traffic noise, they can use a nod of the head to signal children to cross. Make sure students understand that the whistle is not a signal to them.
- Remind the guards to establish the signal in the beginning of the school year and make sure the children understand what signal and/or words will be used.
- Remind guards that they should not use their hands to signal children to cross. This signal could be misunderstood by drivers as a signal for them to proceed.
- 10:27 Flashers can be added to STOP paddles to increase visibility. However, note the FHWA MUTCD requirement of at least 50 and no more than 60 flash periods per minute.
- 10:42 Crossing guards should always hold the STOP paddle high and wear their retroreflective gear to increase their visibility.
- 10:45 Tell substitute and new guards what to expect at this location, and how to work in a noisy location.
- 10:50 Because drivers might not expect a pedestrian crossing on a major highway or other multi-lane roadway, high-visibility crosswalks, RRFBs, and signage are some strategies for making the crossing more noticeable.
- 11:00-11:07 Note that the guard steps to a position just outside of the crosswalk. Guards should stand outside the lines so that students can continue their crossing within the crosswalk.



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### Speed (11:12)

- 11:24 Remind crossing guards about gap assessment. This involves identifying the driver who has enough time to stop safely before the crosswalk to allow the crossing guard to enter the roadway.
- 11:30-11:42 Notice that the crossing guard made sure the drivers were stopping for her before she stepped out. Guards should try to make eye contact with drivers. 11:40 Guards can also point at the drivers to try to get their attention.
- 11:50-12:05 Use a notepad or sticky note on the STOP paddle to record plate numbers and other details of drivers who do not stop and stay stopped.



Several strategies may be employed to address speeding including use of a speed trailer, variable message boards, signage, crosswalk striping, orange cones. You might set up a pedestrian safety enforcement exercise. For more information on this, see the resources section below.

### Sun Glare (12:50)

- Emphasize that when the sun is at the crossing guard's back, they should assume that drivers cannot see them.
- Remind your guards about the importance of being visible and noticeable. They should always wear retroreflective gear and carry the STOP paddle at shoulder height or higher.
- Whistle use makes the crossing guard more noticeable.



### Road Geometry (13:56)

- When road geometry makes it difficult for drivers to anticipate a pedestrian crossing, use techniques to increase the visibility and noticeability of the crossing and the crossing guards. The strategies mentioned under speed and sun glare can be applied at these locations.

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- 14:45 Crossing guards should talk to students and parents to make sure they understand that they have to listen to crossing guard instructions and why.
- 14:53 Crossing guards are always the first into the roadway and the last out of the roadway, unless there is an understanding between the crossing guard and the supervisor that the students will walk out with the crossing guard. The guard should ensure that all traffic is stopped before the students step into the roadway.
- Orange cones are an inexpensive way to emphasize the crosswalk, extend the curb, and slow traffic. In this case, orange cones were used, not only to emphasize the crosswalk, but also to keep drivers from going around the crossing guard in the shoulder. Other strategies to address safety challenges include signage, advanced warning signs and Rectangular Rapid Flash Beacon (RRFBs) to alert drivers, and traffic calming measures.



## Resources

New Jersey School Zone Design Guide

<http://www.saferoutesnj.org/nj-school-zone-design-guide/>

FHWA Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways

<https://mutcd.fhwa.dot.gov/>

Leading Pedestrian Intervals (LPI)

[https://safety.fhwa.dot.gov/provencountermeasures/lead\\_ped\\_int/](https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/)

Rectangular Rapid Flash Beacon (RRFB)

[https://safety.fhwa.dot.gov/intersection/conventional/unsignalized/tech\\_sum/fhwasa09009/](https://safety.fhwa.dot.gov/intersection/conventional/unsignalized/tech_sum/fhwasa09009/)

Pedestrian Safety Enforcement

<http://www.nhtsa.gov.edgesuite-staging.net/Driving+Safety/Pedestrians/Pedestrian+Safety+Enforcement+Operations:+A+How-To+Guide/>