

SCHOOL CROSSING GUARD PROGRAMS AND SCHOOL WALKING ROUTE MAPS

FINAL PROJECT REPORT

by

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16. Abstract <p>Over the last 50 years, the preferred mode of travel of school children across the United States has shifted away from walking and bicycling. In 1969, nearly 50 percent of children walked or biked to school, including 89 percent of those living within one mile of their destination. By 2009, fewer than 15 percent walked or biked, representing only 35 percent of those living within one mile of school (NCSRTS, 2011). This shift can be anecdotally related to a number of societal contributors, including dual-income parents who have less time to accompany their son or daughter to and from school and a reluctance by parents to allow their children to walk or bike to school because of concerns regarding child safety and security. As a result, the school transportation-related ramifications include increased traffic near schools and missed opportunities for physical fitness by children in a time of increased childhood obesity.</p> <p>While many methods and tools to facilitate walking and bicycling have been developed in recent years, this research project focused on documenting the status of two specific components of walking and bicycling to school efforts, namely crossing guard programs and school walking route maps. A state-by-state scan of crossing guard policies and walking route map guidelines was conducted for this study. It included an extended case study comparing Idaho and Washington, two neighboring states in the Pacific Northwest. The intent of this study was two-fold, namely to identify and document existing practices and to identify specific trends and anomalies.</p> <p>Many of the results were not unexpected: in the United States, there are no national crossing guard regulations, so each state determines its own legislative requirements. Although the Manual on Uniform Traffic Control Devices (MUTCD) is referenced in selected legislation, its limited guidance results in considerable variation in the requirements across the United States. Requirements for walking route maps are even less consistent; Utah and Washington are the only two states with walking route map legislation. While this study does not suggest crossing guard regulation uniformity or the universal adoption of walking route maps by all states, the wide range of practices and standards that was identified suggests that some states may benefit from the adoption or consideration of stronger policies that promulgate positive walking and bicycling behaviors in their local communities.</p>			
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Executive Summary

Over the last 50 years, the preferred mode of travel of school children across the United States has shifted away from walking and bicycling. In 1969, nearly 50 percent of children walked or biked to school, including 89 percent of those living within one mile of their destination. By 2009, fewer than 15 percent walked or biked, representing only 35 percent of those living within one mile of school (NCSRTS, 2011). This shift can be anecdotally related to a number of societal contributors, including dual-income parents who have less time to accompany their son or daughter to and from school and a reluctance by parents to allow their children to walk or bike to school because of concerns regarding child safety and security. As a result, the school transportation-related ramifications include increased traffic near schools and missed opportunities for physical fitness by children in a time of increased childhood obesity.

While many methods and tools to facilitate walking and bicycling have been developed in recent years, this research project focused on documenting the status of two specific components of walking and bicycling to school efforts, namely crossing guard programs and school walking route maps. A state-by-state scan of crossing guard policies and walking route map guidelines was conducted for this study. It included an extended case study comparing Idaho and Washington, two neighboring states in the Pacific Northwest. The intent of this study was two-fold, namely to identify and document existing practices and to identify specific trends and anomalies that were present.

Many of the results were not unexpected: in the United States, there are no national crossing guard regulations, so each state determines its own legislative requirements. Although the Manual on Uniform Traffic Control Devices (MUTCD) is referenced in selected legislation, its limited guidance results in considerable variation in the requirements across the United States.

Requirement for walking route maps are even less consistent: Utah and Washington are the only two states with walking route map legislation. While this study does not suggest crossing guard regulation uniformity or the universal adoption of walking route maps by all states, the wide range of practices and standards that was identified suggests that some states may benefit from the adoption or consideration of stronger policies that promulgate positive walking and bicycling behaviors in their local communities.

Chapter 1. Introduction

Over the last 50 years, there has been a dramatic shift in the preferred mode of travel of school children across the United States. In 1969, nearly 50 percent of children walked or biked to school, including 89 percent of those living within one mile of their destination. By 2009, fewer than 15 percent walked or biked, representing only 35 percent of those living within one mile of school (NCSRTS, 2011). Results from the most recent National Household Travel Survey showed that the cumulative walking and bicycling percentage is now just over 10 percent (FHWA, 2019), confirming that these forms of non-motorized transport no longer represent a critical part of a child's typical school day. This shift can be anecdotally related to a number of societal contributors, including dual-income parents who have less time to accompany their son or daughter to and from school and a reluctance by parents to allow their children to walk or bike to school because of concerns regarding child safety and security. As a result, the school transportation-related ramifications include increased traffic near schools and missed opportunities for physical fitness by children in a time of increased childhood obesity.

In 2005, the United States Congress established the Safe Routes to School (SRTS) program, a federal program that extended across the country with the goals of encouraging more children to walk and bike to school, eliminating or reducing safety barriers, and discouraging parents from driving their children to school. The foundational roots of this program can be traced back to the 1970s when European cities began promoting school walking and bicycling, and these ideas soon spread across the globe (History of Safe Routes to School, n.d.). In 2000, two SRTS projects were funded by the United States Congress, and the SRTS then continued as part of local grassroots efforts. Since the program's inception, nearly one billion dollars in program funding have been provided. While the dedicated program was eliminated in 2012 with

the passage of the national MAP-21 (Moving Ahead for Progress in the 21st Century) legislation, SRTS activities remain eligible for program funding but now compete with other programs that promote non-motorized transportation alternatives (History of Safe Routes to School, n.d.).

While many methods and tools to facilitate walking and bicycling have been developed in recent years, this research project focused on the status of two specific components of walking and bicycling to school efforts, namely crossing guard programs and school walking route maps. These two components were chosen, in large part, because they represent specific activities with widely varying acceptance and adoption throughout the country. While school crossing guards are commonly present at intersections throughout the country, school walking route maps, as will be described later, are more of a novelty item for schools and school districts alike.

- School crossing guards play an essential role in child safety and walking practice. Society accepts that young children are not always capable of learning the necessary skills to walk to school and cannot be relied upon to apply their limited experience to crossing streets by themselves (Forbes, 2016). For this reason, school crossing guards are stationed to assist younger pedestrians in crossing streets and getting to school safely.
- School walking route maps identify the most convenient and accessible walking routes to and from school and can be an effective tool to promote safety. These maps identify important information such as crosswalks and crossing guards, . and they can also help identify where additional infrastructure or traffic control is needed.

In addition to examining the status of these resources across the country, this study also conducted a more detailed case study comparing the states of Idaho and Washington to examine how legislative mandates have affected the policies in these two neighboring states in the Pacific Northwest.

Chapter 2. Literature Review

Each parent makes a personal decision in determining how his or her child will travel to school. While walking to school provides health benefits and promotes social and learning experiences, studies have shown that the percentage of children from kindergarten through eighth grade who walked or bicycled to school decreased from over 35 percent to 13 percent from 1969 to 2009 (NCSRTS, 2011). Two recent studies suggested that the current walking and bicycling rate remains relatively low, at between 10 percent and 16 percent (NCSRTS, 2016; FHWA, 2019). Given these results, it is not entirely surprising that obesity rates among children and adolescents between the ages of 2 and 19 increased from around 5 percent to over 15 percent between 1963 and 2014 (Ogden and Carroll, 2015).

While the proportion of children who lived within a mile and walked or bicycled to school has been historically higher, schools were also located in closer proximity to neighborhoods. With the evolution of suburbanization, new developments did not always plan for or set aside land for new schools, so local school districts were forced to purchase land and build schools on the outskirts of communities when the need arose; these schools were often located along busy thoroughfares to maximize accessibility. For these reasons, today's most common barriers to parents allowing their children to walk to school include distance to school (61.5 percent), traffic-related danger (30.4 percent), weather (18.6 percent), and crime danger (11.7 percent) (Centers for Disease Control and Prevention, 2005).

Following the establishment of the SRTS program, the White House Task Force on Childhood Obesity in 2010 recommended that some form of active transport “be encouraged between homes, school, and community destinations” and set a benchmark of increasing the percentage of all children walking and bicycling to school by 50 percent (McDonald, 2011).

From 2007 to 2012, the percentage of parents confirming school support for walking and biking to and from school increased from 25 percent to 33 percent (NCSRTS, 2013), with the development of school crossing guard programs and walking route maps serving as example engagement methods.

These collective efforts over the last decade have yielded some positive outcomes despite the declining numbers of overall walking and bicycling to school behaviors. The net effects in the proportion of children walking or biking to and from school will be realized over time, so increased exposure and participation in SRTS-type programs may result in a higher percentage of walking and bicycling students in the future (National Center for Safe Routes to School, 2016).

Furthermore, the National Center for Safe Routes to School (2016) initiated the development of a centralized data collection and reporting system with the support of the Federal Highway Administration in early 2007. This consisted of designing standard data collection methods and instruments and providing data processing services to schools. In 2008, only 2,072 schools provided data, but this number increased to 13,867 eight years later (figure 1).

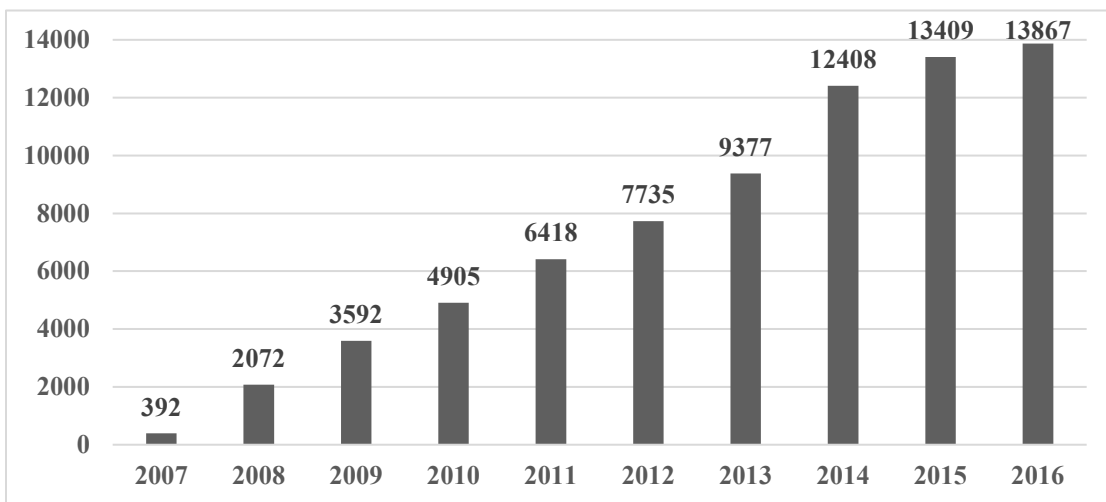


Figure 2.1: Number of schools providing data to the NCSRTS

Active school travel methods may contribute to health benefits. From 1963 through 2005, the percentage of children and adolescents with obesity increased steadily every year from approximately 5 percent in 1963 to 17 percent in 2005. However, from 2005, the year of SRTS's inception, through 2014, this percentage has remained unchanged at 17 percent (NIDDKD, 2017). In addition, school-aged pedestrian crashes significantly decreased between 2002 and 2010. In 2002, approximately 41 accidents per ten thousand people were reported, but this number had decreased to 27 accidents per ten thousand people in 2010. The total number of injuries decreased from 5,822 in 2002 to 3,597 in 2010 (DiMaggio and Li, 2013).

Note that two fundamental pieces must be in place for states to realize favorable future trends. First, proper infrastructure must exist; walking to school rates cannot be expected to rise if sidewalks and other walking facilities are not available to link a neighborhood or development to a new school. Second, assuming that the infrastructure is present, the travel environment must be one that is supportive of and conducive to walking and bicycling. The ability to provide additional oversight, in the form of crossing guards, and to provide information that supports these modes of travel, in the form of walking route maps, is examined in the next two sections.

2.1 Crossing Guards

School crossing guards play an essential role in child safety and walking practice. As noted in one recent study, it is “widely accepted that children nine years of age (or younger) are either not able to learn the skills necessary to cross the street or, because of their cognitive, perceptual, and behavioral limitations, cannot be relied upon to use those skills. Interacting with traffic is complex, and the necessary abilities are not fully developed in children until age eleven or twelve” (Forbes, 2016). For these reasons, the development of a school crossing guard program “should involve a community partnership that includes the expertise of law enforcement

agencies, traffic engineering or planning departments and school systems.” (HSRC, n.d.).

Crossing guards are stationed during school commute times at school crossings, and these are typically crossings of busy streets. Crossing guards may use flags or paddles to slow or stop traffic when students need to cross.

School crossing guards appear to be “intuitively beneficial to safety not only by assisting children in crossing the street safely but also by discouraging negative behaviors in motorists (i.e., speeding) and promoting predictable, safe street-crossing behaviors in children” (Forbes, 2016). For this reason, adult crossing guards often assist younger pedestrians on their way to school. Another approach employs the use of safety patrols, who are student volunteers under the supervision of an adult crossing guard. They assist adults by teaching fellow students about traffic safety and serving as role models. This approach can be one of the most effective methods to develop safe school crossings if the school provides an appropriate education program (Idaho Transportation Department Division of Highways Traffic Section, 1977). However, safety patrols are only effective at locations where traffic is stopped by a signal or there are suitable gaps in traffic. On highways, arterials, or other higher volume or higher speed locations, adult crossing guards are generally used.

National guidance and standards are provided by the Manual on Uniform Traffic Control Devices (MUTCD). Chapter 7 focuses exclusively on school areas:

“Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created, and where authorized by law ... high standards for selection of adult crossing guards are essential because they are responsible for the safety of and the efficient crossing of the street by school children within and in the immediate vicinity of school crosswalks.”

The MUTCD also contains guidance on the minimum qualifications for crossing guards along with information on uniform requirements and general operational procedures for adult crossing guards.

2.2 Walking Route Maps

According to the National Center for Safe Routes to Schools, school route maps are defined as “effective tools for informing parents and students of traffic conditions and bicycle/pedestrian infrastructure around their schools. These maps can indicate the preferred, most convenient, and most accessible walking and bicycling routes to and from school and identify areas to avoid owing to high traffic volumes, lack of walkways, absence of controlled street crossings, and other conditions. These maps can show off-street trails, marked crosswalks, crossing guards, and pedestrian/bicycle facilities that assist students walking or bicycling, as well as challenging intersections, sidewalk gaps, and other barriers” (NCSRTS, n.d.). In addition, these maps identify areas where improvements are needed and locations to place stop signs, crossing guards, and crosswalks. The maps can be developed by using data from sources such as aerial photographs, geographic information systems, schools and school districts, and parent surveys.

The Manual on Uniform Traffic Control Devices (Section 7A.02: School Routes and Established School Crossings) recommends the development of school route maps “*to establish a safer route to and from school for school children, (and) the application of planning criterion for school walk routes might make it necessary for children to walk an indirect route to an established school crossing located where there is existing traffic control and to avoid the use of a direct crossing where there is no existing traffic control*” (FHWA, 2009).

Chapter 3. Methodology

A state-by-state scan of crossing guard policies and walking route map guidelines, including the District of Columbia, was conducted for this study. The intent of this activity was two-fold: to identify and document existing practices and to identify specific trends and anomalies. This research focused on online sources available to the general public.

A folio for each state is provided in the Appendix.

Chapter 4. Results

4.1 Crossing Guards

In the United States, there are no national crossing guard regulations, so each state determines its own legislative requirements. Although the MUTCD has been referenced in selected legislation, its limited guidance has resulted in considerable variation in the requirements across the United States.

This study found that some states have crossing guard laws on a legislative page, while other states publish crossing guard manuals. While legal documents can be difficult to comprehend, the states that provide manuals offer clear instruction (for schools to follow). The manuals have multiple graphics, are well organized, and often include step-by-step instructions. Examples of states that offer guidance include, but were not limited to, California, Colorado, Florida, Michigan, Minnesota, and Mississippi.

The personnel in charge of a crossing guard program vary from state to state but are most commonly local law enforcement or school district officials. On occasion, individual schools, safety advisory committees, school superintendents, or local public works departments provide oversight. Different aspects such as hiring, supervision, and training are split among different entities. For example, in Pennsylvania, law enforcement and school districts determine locations, while the board of supervisors of a township appoint the guards (Commonwealth of Pennsylvania, 2000).

Each state has varying rules regarding the placement of crossing guards. A common example is that guards are allowed to work only at marked school crossings. Florida requires crossing guards at “hazardous locations,” which are defined as an uncontrolled crossing with 360 cars per hour in a single direction during school commute times or a controlled crossing with

4,000 cars per hour on a single road (Smith, 1985). Utah law states that guards are required for all elementary schools with school zone reduced speeds, roundabouts, or signalized intersections with speeds of 30 miles per hour or greater. If guards are not provided in school zone reduced speed areas, the school will lose its speed zone (UDOT, 2015b). Some states only allow a particular type of school (typically an elementary school) to have crossing guards, while other states, such as Alaska, regard the use of crossing guards as a last alternative. The city of Anchorage, Alaska, suggests that student re-routing, busing, or mid-street pedestrian islands should be utilized before crossing guards are considered (Kniefel, 2006).

Training is essential for crossing guards. Some states require a set amount of training hours, while others furnish videos and online modules. Iowa is one of the few states with a voluntary statewide training program (Sumpter, 2010).

As expected, visible clothing is a general requirement for all states. Some states require visibility from a certain distance, while others regulate a complete outfit. Stop and slow paddles are commonly required tools.

Many states have age limits for crossing guards (generally 18), but a few states allow student patrols. Oregon and Washington allow students to stop traffic, while Mississippi's student crossing guards cannot stop traffic or leave the curb.

4.2 Walking Route Maps

School walking route maps can be developed with data from sources such as aerial photographs, geographic information systems, parent surveys, and information from school districts. However, school route maps are not required in the vast majority of states, and Utah and Washington are, in fact, the only states in which route plans legally must be provided.

The Utah state legislature requires school boards to submit plans to the Utah Department of Transportation (UDOT) for all elementary, junior high, and middle schools within their respective districts on an annual basis (Utah Department of Transportation, 2015a). These route plans are referred to as Student Neighborhood Access Program (SNAP) plans and consist of a map and text description showing the safest routes for students to walk and bike to and from school. To help schools in developing these maps, the UDOT provides two resources, a SNAP Planning Guide and SNAP Software to schools at no cost. Recently, UDOT announced that Safe Routes Utah will be replacing SNAP. The new program will have the same goals as before, but will provide a new website (saferoutes.utah.gov) and mapping software (saferoutesutahmap.com). The map will still be distributed to all elementary, middle, and junior high school students, as previously stated.

Total annual funding available in Utah for SRTS projects is approximately half a million dollars. This money is used for project grants, the SNAP program, and fees for consultants who perform specific supporting roles (i.e., construction management) in the SRTS infrastructure program (Utah DOT, 2015a).

By comparison, the Washington state legislature mandates that suggested route plans be developed for every elementary school in the state. According to WAC 392-151-025, school routes must be based on considerations of traffic patterns and existing traffic controls, and school patrols shall be recommended. These plans must limit the number of crossings so that students are consolidated and more likely to travel in groups, and they must be distributed to all students. The procedures to develop clear and concise maps are provided by the Washington State Department of Transportation. The first step is to inventory existing walking conditions. This consists of surveying the streets and collecting data that include signage, traffic signals,

crosswalks, number of traffic lanes, and crossing guards. Additionally, data such as driver behavior in streets and hazardous areas, such as those that contain drug-trafficking activities, registered sexual assault acts, and dangerous dogs, are also recorded. The second step is to identify the safe walking routes. This consists of analyzing the previously collected data and selecting appropriate walking paths. After these paths have been selected, it is necessary to draw a draft map, walk the route, make necessary modifications, and then draw the final map. The next steps are to distribute the maps and work with community partners to make recommended improvements. The maps are distributed in the beginning of the school year to parents. A letter included with the map is sent home with students and provides instructions on how to use the map. Parental reports are collected and taken into consideration to make improvements. The last step is to evaluate and repeat the process. This is accomplished through observational evaluations, surveys, and annual reviews (Washington State Department of Transportation, 2015). The maps are provided not only to parents through the mail but are also available online on local websites. Unlike in Utah, junior high and high schools are not required to provide route plans.

Chapter 5. Case Study

As a case study, the legal guidelines for the neighboring states of Idaho and Washington were examined in detail to compare policies and practices regarding school crossing guards and walking route maps. Although many states could have been chosen for comparison purposes, the geographic location of the research team made this particular comparison a natural and logical choice.

The school crossing guard and walking route map components are each described separately below.

5.1 Crossing Guards—Idaho

The State of Idaho has utilized a safety patrol system, which primarily consists of a volunteer group of students under the supervision of adults, for over 40 years. The student safety patrols assist the adult crossing guards, teach fellow students about traffic safety, and serve as role models; they “direct” children but not traffic.

“The school safety patrol is one of the most effective means of developing safe school crossings if an adequate education program is provided by the school. The patrol is only effective for controlling the children and allowing them to cross the street when there are adequate gaps in traffic, or if traffic is stopped by a signal. Adult crossing guards are generally used on arterial streets or major highways where control of vehicular traffic is required, or where some other special traffic hazard exists”.

These safety measures were considered because a high number of accidents “*were occurring as a result of improper pedestrian activity, such as jaywalking ... (additional) improvements might be made through additional educational and enforcement effort*” (ITD, 1977).

This approach complements the guidance currently provided in the Manual on Uniform Traffic Control Devices (Section 7D.02). “Adult crossing guards may be used to provide gaps in

traffic at school crossings where an engineering study has shown that adequate gaps need to be created (see Section 7A.03), and where authorized by law.” (MUTCD, 2009).

In 2017, the Idaho legislature added a law with regard to school safety patrols (State of Idaho, 2017, § 49-6-49-652), noting, in particular, that a vehicle operator must stop his/her vehicle when instructed to do so by a member of a school safety patrol:

“(1) It shall be unlawful for the operator of any vehicle to fail to stop his or her vehicle when directed to do so by a member of a school safety patrol who is on duty and who is wearing the school-designated insignia of a school safety patrol member. It shall further be unlawful for the operator of any vehicle to disregard any other reasonable directions of a properly identified member of a school safety patrol while he or she is on duty. (2) For the purposes of this section, a school safety patrol consists of one (1) or more student body members appointed by an administrative officer of a school. A school safety patrol member shall wear a badge or other appropriate insignia marked "School Patrol" while in the performance of his or her duties, and may display "STOP" or other proper traffic directional signs at school crossings or other points where school children are crossing or about to cross a public street or highway.”

School crossings (i.e., crossing locations, crosswalk markings, and signage) are the shared responsibility of both the school and local agency, although the school district or school officers are responsible for any school crossing patrol activities (ITD, 1977 and ITD, 2019). The Traffic Manual: Idaho Supplementary Guidance to the MUTCD further expounds on the rationale:

“The potential for pedestrian and vehicular conflicts occurs only during parts of the day when school is in session. Conflicts at school crossings may be resolved with adult crossing guards when more restrictive traffic control devices are not warranted. The instruction, supervision and cost of either school safety patrols or adult crossing guards are the responsibility of school and community officials.”

This guidance expanded on previous language with regard to crossing activities:

“No person shall willfully fail or refuse to comply with any lawful order or direction of any peace officer, fireman or uniformed adult school crossing guard invested by law with authority to direct, control or regulate traffic” (State of Idaho, 1988, § 49-14-49-1419).

A school crossing guard bill (State of Idaho, 2012, House Bill 623,) was introduced in 2012 but died in the House committee after being considered for years (Russell, 2012). The provisions of this bill had the intention of empowering school crossing guards by giving them more responsibility, assigning them new legal roles, and requiring some further training. One important change in the provision would have afforded a school crossing guard additional protection if there had been a violation of this section; a crossing guard would have been able to file a report within 72 hours from the time of a violent act and have the incident investigated.

The bill was written as follows:

(1) A school crossing guard may be stationed at a school crossing during time periods established jointly by the school district or public charter school and the head of the law enforcement agency having immediate jurisdiction. (2) A school crossing guard while on duty at a school crossing shall stop vehicular traffic when necessary. This shall be done by use of a handheld stop sign which conforms to the standards for the sign in the manual of uniform traffic control devices or as approved by the Idaho transportation department. School crossing guards shall have the authority only at their assigned crossing and only during their assigned duty times. (3) When a school places and maintains portable or permanent signs indicating that there shall be no passing, that school is in session and that the driver of a motor vehicle shall stop when a person is in the crosswalk, all motor vehicles shall come to a complete stop at the crossing when the crosswalk is occupied by a person. (4) A school crossing guard who observes a violation of this section shall prepare a written report on a form provided by the state department of education indicating that a violation has occurred. The school crossing guard or a school official shall deliver the report no more than seventy-two (72) hours after the alleged violation occurred to a peace officer of the state or a peace officer of the county or municipality in which the alleged violation occurred. The report shall state the time and the location at which the alleged violation occurred and shall include the motor vehicle license plate number and description of the vehicle involved in the alleged violation. (5) Not more than seven (7) calendar days after receiving a report of an alleged violation of this section from a school crossing guard, the peace officer shall initiate an investigation of the reported violation and contact the registered owner of the motor vehicle involved in the reported violation and request that the owner supply information identifying the driver if the registered owner claims he was not the driver at the time the alleged violation occurred. If, from the investigation, the peace officer is able to identify the driver and has reasonable cause to believe a violation of this section has occurred, the peace officer shall prepare a uniform traffic citation for the violation and shall serve it personally or by certified mail to

the driver of the vehicle. (6) For purposes of this section, the term "school crossing guard" means a person twenty-one (21) years of age or older, who is authorized by the appropriate school official to act as a crossing guard at a school crossing in accordance with the provisions of this section. (7) A person who violates any provision of this section shall be fined an amount of not less than one hundred dollars (\$100) nor more than five hundred dollars (\$500)."

5.2 Crossing Guards—Washington

The State of Washington utilizes a similar safety patrol system. It is a school administrator's role to oversee safety patrol programs and train crossing guards. *"School administrators are responsible for overseeing the school's walk route and safety patrol programs. They should play an active role in student pedestrian and bicycle safety education and the training of crossing guards"* (WSDOT, 2015). School districts are allowed to use student transportation funding for transportation services such as funding of crossing guards, with priority given to students in kindergarten through fifth grade.

The system of safety patrols in schools has existed in Washington state since 1920, and nearly all Washington elementary schools use safety patrols. *"About 90 percent of Washington elementary schools use safety patrols with 70 percent of the patrol teams composed of both adult and student crossing guards ... the other 30 percent of the patrol teams are evenly divided between teams of only adults and teams of only students"* (WTSC, n.d.). Although Washington state law does not require that schools have safety patrols, the Revised Code of Washington (RCW) 46.61.385 authorizes schools to use patrols, and the Washington Administrative Code (WAC) Chapter 392-151 contains the official rules and regulations for safety patrols. It is also worth noting that *"Washington regulations that control school safety patrols state that school districts or employees are potentially liable for damages sustained by students or others as the result of negligence"* (WTSC, n.d.).

Unlike in the State of Idaho, a crossing guard in Washington may file a report if unlawful behavior is observed. The process is described in the Revised Code of Washington (State of Washington, 2010, RCW § 46.61.275: Reporting of certain speed zone violations - Subsequent law enforcement investigation).

“(1) A crossing guard who is eighteen years of age or older and observes a violation of RCW 46.61.235, 46.61.245, or 46.61.261 may prepare a written report on a form provided by the state patrol or another law enforcement agency indicating that a violation has occurred. A crossing guard or school official may deliver the report to a law enforcement officer of the state, county, or municipality in which the violation occurred, but not more than seventy-two hours after the violation occurred. The crossing guard must include in the report the time and location at which the violation occurred, the vehicle license plate number, and a description of the vehicle involved in the violation. (2) The law enforcement officer may initiate an investigation of the reported violation after receiving the report described in subsection (1) of this section by contacting the owner of the motor vehicle involved in the reported violation and requesting the owner to supply information identifying the driver. If, after an investigation, the law enforcement officer is able to identify the driver and has reasonable cause to believe a violation of RCW 46.61.235, 46.61.245, or 46.61.261 has occurred, the law enforcement officer shall prepare a notice of traffic infraction and have it served upon the driver of the vehicle”.

A related code imposes uniform/insignia standards for patrols during their duty times and states how they should act to stop a vehicle. It also states that drivers are being unlawful when failing to stop when directed by safety patrols, and members of the school patrol are considered to be employees (State of Washington, 2010, RCW § 46.61.385: School patrol—Appointment—Authority—Finance—Insurance):

“The superintendent of public instruction, through the superintendent of schools of any school district, or other officer or board performing like functions with respect to the schools of any other educational administrative district, may cause to be appointed voluntary adult recruits as supervisors and, from the student body of any public or private school or institution of learning, students, who shall be known as members of the "school patrol" and who shall serve without compensation and at the pleasure of the authority making the appointment. The members of such school patrol shall wear an appropriate designation or insignia identifying them as members of the school patrol when in performance of their duties, and they may display "stop" or other proper traffic directional signs or signals at school crossings or other points where school children are crossing or

about to cross a public highway, but members of the school patrol and their supervisors shall be subordinate to and obey the orders of any peace officer present and having jurisdiction. School districts, at their discretion, may hire sufficient numbers of adults to serve as supervisors. Such adults shall be subordinate to and obey the orders of any peace officer present and having jurisdiction. Any school district having a school patrol may purchase uniforms and other appropriate insignia, traffic signs and other appropriate materials, all to be used by members of such school patrol while in performance of their duties, and may pay for the same out of the general fund of the district. It shall be unlawful for the operator of any vehicle to fail to stop his or her vehicle when directed to do so by a school patrol sign or signal displayed by a member of the school patrol engaged in the performance of his or her duty and wearing or displaying appropriate insignia, and it shall further be unlawful for the operator of a vehicle to disregard any other reasonable directions of a member of the school patrol when acting in performance of his or her duties as such. School districts may expend funds from the general fund of the district to pay premiums for life and accident policies covering the members of the school patrol in their district while engaged in the performance of their school patrol duties. Members of the school patrol shall be considered as employees for the purposes of RCW 28A.400.370”.

According to Washington state’s modifications for the MUTCD 2009, multiple parts of the manual were modified for the state (State of Washington, 2017, WAC § 468-95). However, Chapter 7D of the MUTCD, which describes “Crossing Supervision” and includes the school crossing guard topic, was not subject to any changes.

5.3 Walking Route Maps—Idaho

As noted earlier in Chapter 4, the State of Idaho does not mandate the development and usage of walking route maps by schools or school districts. The state applies SRTS through Safe Routes Idaho, and individual communities must decide how best to proceed. Idaho Smart Growth encourages communities to apply SRTS programs and furnishes instructions for a community to start applying the concepts of the program, resources, news, and reports (Idaho Smart Growth, 2019). On the basis of the results from individual city surveys in Idaho, larger cities (such as Coeur d’Alene) may not have school walking route maps, though the

implementation of these was recommended for this city and many others in the state (Idaho Smart Growth, 2011).

As an example, the city of Sandpoint has adopted an SRTS program (Sandpoint, 2019). This program serves as *“an opportunity to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle.”* This action plan includes infrastructure and non-infrastructure recommendations, but it does not implement school walking route maps in the city.

The community in Moscow, Idaho, has also adopted the SRTS program. Moscow’s Safe Routes to School program provides school walking route maps, and online and printable maps are posted on its website (sr2moscow.com). The maps show school boundaries, drop-off and walk locations, pathways, and recommended routes. They also provide a scale to estimate the time of travel both by walking and biking (SRTS-Moscow, n.d.).

5.4 Walking Route Maps—Washington

Unlike the State of Idaho, all school districts in Washington state are required to have walking route plans. The Washington State Legislature (State of Washington, 2019, WAC § 392-151-025) stated that *“suggested route plans shall be developed for each elementary school that has students who walk to and from school. It shall recommend school routes based on considerations of traffic patterns, existing traffic controls, and other crossing protection aids such as school patrols. These route plans shall limit the number of school crossings so that students move through the crossings in groups. The walking route plan shall be distributed to all students.”*

The Washington State Department of Transportation, in partnership with the Washington Traffic Safety Commission, Washington State Department of Health, and the Office of

Superintendent of Public Instruction, developed a guidance document entitled, “School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students.” This resource contains important information about school patrols and school walk route plans, along with specific details that should be identified as part of a walking route (WSDOT, 2015):

“The chosen route should seek to limit the number of school zone crossings in a way that encourages students to cross streets in groups, and minimizes the number of entrance-exits from each block to and from school. A walk route should: cover a one-mile walking distance from the school, excluding areas outside the school service area. A walk route does not need to provide details that cover neighborhood streets; seek routes that provide the greatest physical separation between walking children and traffic, expose children to the lowest speeds and volumes of moving vehicles, and have the fewest number of road or rail crossings; consider school age children with disabilities; provide the most direct route possible, given the considerations above, in order to provide a convenient, agreeable way to get to school on foot or by bike.”

Within this guidebook, several key steps are highlighted. The first step is to inventory existing walking conditions. This consists of surveying the streets and collecting data such as where there are signs, traffic signals, crosswalks, number of traffic lanes, and crossing guards. Additionally, data such as driver behavior in the streets and hazardous areas that contain drug-trafficking activities, registered sexual assault acts, and dangerous dogs are also recorded. The second step is to identify the safe walk routes. This consists of analyzing the previously collected data and selecting safe walking paths. It is then necessary to draw a draft map, walk the route, and make necessary modifications to draw the final map; the guide provides a step-by-step procedure for these processes. The next step is to distribute the maps and work with the community partners to make recommended improvements. The maps are distributed at the beginning of the school year to parents. A letter is sent home with the map and provides instructions to parents on use of the map. Parent reports are collected and taken into

consideration to make improvements. The last step is to evaluate and repeat the process. This is accomplished through observational evaluations, surveys, and annual reviews (WSDOT, 2015).

The two largest cities in Washington, namely Seattle and Spokane, provide additional guidance. According to the Seattle Department of Transportation, *“School walk and bike maps show walking and biking conditions to help your family figure out the best route to safely walk and bike to school. The maps display streets with and without sidewalks, neighborhood greenways and trails, crossing guard and school patrol locations, all-way stops, crossing beacons, school crosswalks, traffic signals, and neighborhood destinations”* (City of Seattle, 2019). A school walking route interactive map is provided to the public, and all schools and important elements such as stop signs, crossing-guard locations, traffic signals, bike lanes, and walkways are shown. Additionally, a hyperlink of individual maps for each school in the city is posted on the district’s website.

School walking route maps for the City of Spokane are also available online. On this city website, the address, phone, and map for the each school in the city, along with hyperlinks, are provided.

Conclusions

To reverse the trend of children being driven to school, there has been renewed focus on encouraging the practice of walking or bicycling to school. Since the establishment of the SRTS program in 2005, parent perception of active school travel methods such as walking and biking has been gradually changing. Although overall walking and bicycling rates remain near historical lows, many schools and school districts are acknowledging this issue and have supported efforts to collect and provide data to promote walking and bicycling activities. This study examined two contributors to these activities, namely crossing guard policies and walking route maps.

Each state has different laws regarding school crossing guard programs and school walking route maps. As presented, Idaho and Washington are examples of contrasting approaches. For example, the State of Washington allows and encourages adult school crossing guards to report incidents, and school walking route maps are required. In comparison, the State of Idaho does not allow school crossing guards to report incidents, and route plans are encouraged, but not required. These differences should not be construed to mean that Washington school safety is better overall than Idaho; rather each state would be well-served to examine how the other's state policies might strengthen and support existing behaviors. States should continue to invest, as appropriate, in measures that promote or encourage school safety, and transportation departments, school districts, and the community should collectively work together to apply and implement such programs.

There are tangible benefits when parents and children, schools, and cities are involved with the principles of a Safe Routes to School program. The presence and active engagement of crossing guards, along with the information provided by walking route maps, are two ways to establish a travel environment that contributes to community safety and overall well-being.

While this study does not suggest crossing guard regulation uniformity or the universal adoption of walking route maps by all states, the wide range of practices and standards that were identified suggest that some states may benefit from the adoption or consideration of stronger policies that promulgate positive walking and bicycling behaviors in their local communities.

The results from this study also showed that opportunities remain to examine how specific engineering, encouragement, and educational activities that focus on active school travel, or a suite of activities that complement each other, can be developed and utilized to foster positive changes in school travel behavior. The behaviors adopted by children at a young age are truly habit-forming, so it is essential that the transportation community continues to promote and seek out activities that will help to facilitate the health and well-being of children from both a personal and societal standpoint.

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Washington Traffic Safety Commission. (n.d.). School Zone Safety: Curriculum Kit and Resource Guide. Washington Traffic Safety Commission, Olympia, WA.

Appendix

Alabama

Walking Route Maps

- Alabama does not have a statewide legal requirement for schools to provide walking route maps for their commuting pedestrian children.

Crossing Guards

- Crossing guards must be present near an elementary or primary school within a two-mile radius.
- The SRTS program spends funding on crossing guard training seminars.
- Training is required for all crossing guards.

Other Info

- Approximately \$15 million was dedicated to safe routes to school activities between 2005 and 2011 (Safe Routes to School Program Summary and Guidelines for Application).

Selected Links

- Adph.org/srts/assets/ProgramSummaryandGuideforApp.pdf

Alaska

Walking Route Maps

- Alaska does not have a statewide legal requirement for schools to provide walking route maps for their commuting pedestrian children.
- Many schools in highly dense cities have published maps. The Municipality of Anchorage keeps a regularly updated document with walking route maps for the public schools within its boundaries.

Crossing Guards

- The State of Alaska requires that schools provide a crossing guard whenever the school district deems it necessary. The Hazardous Transportation Committee can also require a school to employ a crossing guard on specific crossings.
- Crossing guards are trained and all schools must have a permit for them to stop traffic. Private schools can apply for a state permit to employ their own crossing guards.
- The guidelines that the crossing guards and the motorized traffic must follow at crossings are readily available on the Alaskan Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD recommends that, “When gaps [in traffic] are insufficient for crossing, student re-routing, bussing, or mid-street pedestrian islands should be the first options considered. Guards or pedestrian signals should be viewed as last resorts.”
- The city of Anchorage also contains extensive guidelines for the use of crossing guards. Here it contains the job qualifications for crossing guards, uniforms they need to where, operation procedures, size of crossing guard signs, and the required training courses.

Other Info

- The State of Alaska’s Safe Routes to School (SRTS) program has been inactive since 2013. Alaska does not currently have any laws protecting an SRTS program, but the state has appropriated \$25,000 from their general fund for SRTS (per Public Health Law Center).

Selected Links

- www.alaska-trails.org/safe-routes-to-school.html
- www.dot.state.ak.us/stwdplng/saferoutes/
- www.muni.org/departments/traffic/pages/saferoutestoschools.aspx
- www.muni.org/Departments/traffic/Documents/17-18_SRTS_Manual.pdf
- www.muni.org/Departments/traffic/Documents/School%20Zone%20Standards%20-%20MUTCD%202003%20FINAL.pdf
- www.publichealthlawcenter.org/resources/safe-routes-school-50-state-review/ak

Arizona

Walking Route Maps

- Arizona does not have a legal requirement for schools to provide walking route maps for children commuting on foot. However, the Arizona Department of Transportation recommends that they be made available throughout the state.
- It is the school district's responsibility to develop a safe routes to school map with the help of local authorities (Arizona Traffic Safety for School Areas Guidelines). They must also instruct the parents and children to use the maps correctly and make annual reviews of each map if they are put in place.

Crossing Guards

- School authorities must place adult crossing guards at locations where pedestrian safety would benefit.
- Schools must provide and train the crossing guards.
- Private and charter schools may apply to establish a school crossing on public streets. If accepted, the same crossing guard rules apply as for public schools.

Selected Links

- www.azdot.gov/docs/business/adot-traffic-safety-for-school-area-guidelines.pdf
- www.azdot.gov/business/programs-and-partnerships/safe-routes-to-school/Overview

Arkansas

Walking Route Maps

- There are no legal mandates for schools to create walking route maps.
- In the “Toolkit” page for the Arkansas SRTS program, walking route maps are briefly mentioned as a planning tool for projects but not as a published map for the benefit of the public.

Crossing Guards

- There does not appear to be legal guidance for mandated school crossing guards in Arkansas.
- The Arkansas DOT references the federal MUTCD which was adopted in 2009. This document outlines key points concerning adult versus student crossing guards.
- The Arkansas DOT website (arkansashighways.com) outlines key points from the MUTCD concerning adult versus student crossing guards, and then forwards the user to the official MUTCD site for further details. This information appears in a quarterly newsletter from eight years ago and is not displayed on a prominent page of the website.

Other Info

- The State of Arkansas has a well-organized SRTS program. It is federally funded and uses 10 percent to 30 percent of the funds on educational and encouragement programs. This could include walking route maps but they are not mentioned specifically. The rest of the funds are spent on infrastructure projects which can include SRTS plans but does not specifically mention walking route maps.

Selected Links

- www.arkansashighways.com/safe_route/toolkit_a.aspx
- www.arkansashighways.com/safe_route/information_application.aspx
- www.arkansashighways.com/safe_route/newsletter/2010/SRTS_2010_03-MarApr.pdf

California

Walking Route Maps

- There is no legal requirement in California for schools to create a walking route map. Each school district is encouraged to create walking route maps for each school.
- The Change Lab Solutions organization partnered with SRTS to create an informative pdf about SRTS specific to California. This includes a link with details on how to create walking school maps.

Crossing Guards

- Adult crossing guards may be placed where authorized by law or where an engineering study has shown adequate gaps need to be created.
- Cities and counties may designate local law enforcement, school district governing board, or county superintendent of schools to recruit and assign adult crossing guards.
- The school district may also authorize student safety patrols or student crossing guards to be placed at crossings.

Other Info

- California has both a state and federally legislated SRTS program.
- The Road Repair and Accountability Act of 2017 was signed in April 2017 and restructured how much funding will be allocated to SRTS and how it will be managed.

Selected Links

- www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm
- www.dot.ca.gov/hq/LocalPrograms/saferoutes/documents/2015/SRTS.Cycle3Guideline.pdf
- www.changelabsolutions.org/sites/default/files/SRTS-Liability_FactSht_FINAL_%28CLS-20120530%29_110504.pdf
- www.dot.ca.gov/trafficops/camutcd/docs/2014r4/CAMUTCD2014_rev4_hires.pdf
- caatpresources.org/docs/crossingGuardTraining/California-School-Crossing-Guard-training-Guidelines_4-29-2015_final.pdf
- rebuildingca.ca.gov

Colorado

Walking Route Maps

- There is no state legal requirement for schools to provide walking route maps.
- The school districts can look to the Colorado SRTS website for information on how to create a walking route map. However, most of the SRTS funds are spent on infrastructure projects and walking route maps are not heavily encouraged.

Crossing Guards

- There does not appear to be actual state laws requiring crossing guards be placed at school crossings.
- Each school district must provide and train their crossing guards.
- Colorado DOT has published extensive training materials for adult crossing guards and instructions for how and where to implement the crossing guard. Most of the material originates from the Colorado MUTCD.

Other Info

- A state-funded SRTS program exists; from 2005 to 2017, \$20.8 million was distributed by this program.
- The state employs competitive process for schools vying for funding to assist in SRTS activities for grades kindergarten through eight.
- About 30 percent of Colorado school districts have implemented SRTS programs.

Selected Links

- www.bicyclecolorado.org/bike-news/governor-hickenlooper-signs-safe-routes-bill-into-law/
- www.codot.gov/programs/bikeped/safe-routes
- www.codot.gov/programs/bikeped/safe-routes/assets/fiscal-year-2017-documents/csrts-external-strategic-plan-2017-2022
- www.codot.gov/programs/bikeped/safe-routes/training-curriculum/training/crossing-guard
- www.codot.gov/programs/bikeped/safe-routes/training-curriculum/training/crossing-guard/COSRTSE-CrossingGuardTrainingManual

Connecticut

Walking Route Maps

- There is no legal requirement for school districts to provide walking route maps.
- Connecticut had plans to map safe routes to school (as of 2015) but no specific details was determined with regard to when the plans will be started or finished.

Crossing Guards

- The decision to make school crossing guards mandatory is left to local towns and police department.
- Local law enforcement is required to complete a statewide crossing guard program. As of 2015, a preliminary plan to incorporate training for civilian volunteer crossing guard has been discussed by the Highway Safety Office.
- The Connecticut Traffic Control and Highway Safety Manual (Section 14-300f, Chapter 249) provides a law for enforcing penalties on those that do not stop for a legal crossing guard.

Selected Links

- www.ct.gov/dot/lib/dot/documents/dprogserv/srts/ctsrtsvisionplan2015beyond.pdf
- www.ct.gov/dot/cwp/view.asp?a=2094&q=587946
- www.ct.gov/dot/lib/dot/documents/dprogserv/srts/ctsrtsvisionplan2015beyond.pdf
- www.cga.ct.gov/current/pub/chap_249.htm#sec_14-300f
- www.ct.gov/dot/LIB/dot/documents/dbikes/14-300f.pdf

Delaware

Walking Route Maps

- There are no statewide requirements for schools or school districts to provide walking route maps.
- The state of Delaware prioritizes which schools receive SRTS funds based on specific categories; one requirement is for schools to create a Safe Routes to School plan that identifies hazards and safe paths for pedestrian and bicyclist students. The school district must cooperate with a wide variety of community members in making the plan.

Crossing Guards

- The state does not appear to have legal requirements for schools to employ crossing guards on specific streets.
- SRTS funding can be spent on training crossing guards but there is no statewide curriculum.
- The state of Delaware does not allow SRTS funds to be directly spent to employ crossing guards by schools.

Other Info

- Delaware received \$1 million dollars in federal funds annually between 2005 and 2009 to administer a state SRTS program. Most of these funds were for infrastructure projects but 10 percent to 30 percent were directed to non-infrastructure activities.

Selected Links

- deldot.gov/Programs/srts/pdfs/safe_routes_to_school_guidelines_072010.pdf
- deldot.gov/Programs/srts/pdfs/srts.pdf
- law.justia.com/codes/delaware/2017/title-17/chapter-10/subchapter-ii/section-1022/
- regulations.delaware.gov/AdminCode/title2/2000/2300/2307.shtml

District of Columbia

Walking Route Maps

- There are no district requirements for schools or school districts to provide walking route maps.

Crossing Guards

- Crossing guards are not allowed to control traffic in a manner similar to that of a police officer.
- Crossing guards must wear a reflective yellow vest.
- New crossing guards are requested through the DOT.
- Local authorities must work with the school district to train and supervise crossing guards.
- School crossing guards are expected to help manage congestion and pollution, but not to replace school monitors, school security, parking enforcement officers, roadway traffic operation patrols, or police officers.

Other Info

- The District of Columbia was appropriated \$5 million from 2005 to 2009 for SRTS programs.

Selected Links

- ddot.dc.gov/page/school-crossing-guard-program
- comp.ddot.dc.gov/Documents/School%20Crossing%20Guard%20Manual%202011-2012.pdf
- ddot.dc.gov/saferoutes

Florida

Walking Route Maps

- There is currently no legislation requiring schools to create walking route maps.
- The Florida SRTS program released a toolkit with guidelines for schools to create safe walking routes as of 2018.

Crossing Guards

- Legislation passed in 1992 requires schools to employ crossing guards at locations specified by school boards and local government entities.
- Crossing guards must be certified annually. This includes a 75 percent pass rate on a classroom test and performing practical training and supervised duty.
- The training guidelines were created and are updated by the Florida DOT.
- As a baseline, crossing guards must be placed at uncontrolled crossings where directional traffic exceeds 360 vehicles per hour during school commuting hours or 4,000 vehicles per hour where a traffic control device has been placed.

Other Info

- The Florida SRTS program has been awarded \$58 million from the federal and state governments for projects (as of 2012).

Selected Links

- floridasrts.com/wp-content/uploads/2018/10/SRTS_Toolkit_Current_2018-1.pdf
- www.fdot.gov/safety/2A-Programs/Bike-Ped/FSCGTGuidelinesMarch2016.pdf
- www.floridabicycle.org/probikeprowalk/2010pdfs/CrossingGuardPBPW2010.pdf

Georgia

Walking Route Maps

- Georgia has no state legislation requiring schools to create walking route maps.
- School walking route maps (or the creation of maps) are not officially considered when prioritizing SRTS funds to different schools and school districts.

Crossing Guards

- School crossing guards are required to be employed at locations specified by Georgia DOT and local government officials.
- They are authorized to regulate the flow of traffic at school crossings and in school speed zones while on duty. This permits them legal flexibility while working.
- According to the Atlanta public schools, crossing guards must wear retro-reflective vests. Guards must use Atlanta Public Schools-issued equipment and keep their two-way radio turned on during their entire shift.

Other Info

- Georgia did not create a state SRTS program until 2007.

Selected Links

- www.dot.ga.gov/DriveSmart/SafetyOperation/Documents/SRTS/apply/srts_program_guidance_nov_2007.pdf
- law.justia.com/codes/georgia/2010/title-20/chapter-2/article-23/20-2-1131/
- www.atlantapublicschools.us/cms/lib/GA01000924/Centricity/Domain/7065/Crossing%20Guard%20Brochure%20Verticle%207_1_13.pdf

Hawaii

Walking Route Maps

- There is no legal mandate for schools in Hawaii to create walking route maps.
- Hawaii DOT provides documentation to assist in developing walking route maps.
- Unlike many SRTS programs, Hawaii emphasizes how to create maps and includes a case study example.
- A school is more likely to receive state SRTS funds when plans to implement school walking and bicycle route maps are included.

Crossing Guards

- There does not appear to be a statewide requirement to employ crossing guards in any school zone.
- Hawaii DOT states that “a crossing guard program should be developed by a lead organization that brings together key members of the community. This may include school administration, teachers, local traffic engineers, law enforcement officers, and parents.”
- On Oahu, school crossing guards must be placed in elementary school zones at crossings specified by the local authorities. The crossing guards are trained by the local police department.
- Hawaii acknowledges that using volunteer guards may be problematic since training and disciplinary practices may be inconsistent.

Selected Links

- hidot.hawaii.gov/highways/files/2013/07/Pedest-Tbox-Toolbox_8-Children-and-School-Zones.pdf
- hidot.hawaii.gov/highways/srts/
- hidot.hawaii.gov/highways/files/2013/07/Pedest-Tbox-Toolbox_8-Children-and-School-Zones.pdf

Idaho

Walking Route Maps

- There is no legal mandate for schools in Idaho to create walking route maps.
- Idaho has several different SRTS programs in separate parts of the state that include links to walking route maps.

Crossing Guards

- School crossing guards must be placed where more restrictive traffic control methods are not necessary.
- The times and locations where crossing guards should be placed are decided by both the school district and local law enforcement agencies.

Other Info

- Idaho has a bicycle and pedestrian committee to advise the transportation department.
- A state funded SRTS program was established in 2017. The local highway technical assistance council was delegated to oversee this program. The Idaho Walk / Bike Alliance and American Heart Association are programs helping with the new SRTS program.
- An extensive review of all school safety policies in every county was conducted in 2011. This study focused on school locations and the infrastructure present to serve these schools.

Selected Links

- www.idahosmartgrowth.org/app/uploads/2014/04/safe_routes_to_school_bp_final-compressed.pdf
- idahowalkbike.org/safe-routes-to-school/
- legislature.idaho.gov/wp-content/uploads/sessioninfo/2017/legislation/S1121.pdf
- walkitbikeit.org/home/route_maps
- apps.itd.idaho.gov/apps/manuals/Traffic_Manual.pdf

Illinois

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.
- The state of Illinois published a document (in 2011) which serves as a guide for developing safe routes to school maps.
- Some elementary schools have created individual walking route maps but this is an uncommon practice.

Crossing Guards

- Illinois laws describe how much authority adult crossing guards have while working and consequences for drivers who disobey.
- Some school districts offer their own training program to new crossing guards.

Selected Links

- ccrpc.org/wp-content/uploads/2015/02/safe-walking-maps-guidebook.pdf
- idot.illinois.gov/Assets/uploads/files/About-IDOT/Misc/Success-Stories/Safe%20Routes%20To%20School%20Final%20Report-MountProspectCCSD59.pdf
- www.cityblm.org/Home/ShowDocument?id=11386

Indiana

Walking Route Maps

- There are no legal requirements for schools to create walking route maps.
- However, to apply for state SRTS funding, a school or school district must create a walking route map for that school.

Crossing Guards

- School crossing guards must be at least 18 years of age and are either appointed by the safety board, board of public works and safety, or the town board.

Other Info

- The state SRTS program has been combined with the Transportation Alternatives Program. Funding is now more limited and requires a 20 percent local match.

Selected Links

- www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Memos-&-Letters/Safe-Routes/srts_program_guidelines.pdf
- [www.in.gov/dot/div/contracts/design/mutcd/pubs/a17Ch7%20\(FINAL2008\).pdf](http://www.in.gov/dot/div/contracts/design/mutcd/pubs/a17Ch7%20(FINAL2008).pdf)
- www.lawsolver.com/law/state/indiana/in-code/indiana_code_9-13-2-161-3

Iowa

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.

Crossing Guards

- There does not appear to be a statewide law requiring crossing guards to be placed in specific locations near schools.
- Iowa features a statewide school crossing guard training program that holds classes in each of Iowa's six DOT districts. However, crossing guards are not legally required to take this training to be employed at a school.

Other Info

- A state SRTS program is active in Iowa.
- Much of the information on the Iowa SRTS website is almost identical when compared with federal SRTS documents.

Selected Links

- iowasaferoutes.org/
- www.news.iowadot.gov/newsandinfo/2010/07/crossing-guard-training-helps-keep-iowa-kids-safe.html
- www.bikeiowa.com/News/4601/training-crossing-guards-across-the-state

Kansas

Walking Route Maps

- There is no legal requirement requiring school walking route maps.
- Very few major cities have published walking route maps for most schools within their jurisdiction.
- Some cities, such as Olathe, have published walking route maps for their schools.

Crossing Guards

- State legislation has suggested, but not required, that all schools uniformly train their crossing guards.
- Kansas DOT provides “train the trainer” workshops for employees that supervise school crossing guards.
- Major cities, including Wichita, have a manual for crossing guard guidelines that were developed by the Kansas DOT and the Kansas School Crossing Guard Committee.

Other Info

- A state SRTS program is active throughout the state.

Selected Links

- www.olatheks.org/government/public-works/traffic-management/school-safety/school-walking-route-maps
- www.ksdot.org/bureaus/burTrafficEng/sztoolbox/default.asp
- www.wichita.gov/PWU/TrafficDocuments/Kansas%20Guidelines%20for%20School%20Crossing%20Guards.pdf

Kentucky

Walking Route Maps

- There are no laws relating to school walking route maps in Kentucky.

Crossing Guards

- There does not appear to be any statewide laws with regard to training of school crossing guards.
- Some individual cities have crossing guard training programs but this is uncommon.

Other Info

- There is limited information on a state SRTS program after 2012.
- The National Safe Routes Partnership site has minimal information for the state of Kentucky.

Selected Links

- www.saferoutespartnership.org/state/network/networkupdate
- www.covingtonky.gov/news/2017/08/08/join-our-team-the-city-seeks-school-crossing-guard-positions

Louisiana

Walking Route Maps

- There are no laws requiring the implementation of walking route maps at schools throughout the state.
- The creation of walking route maps are suggested in state-published SRTS informational brochures.

Crossing Guards

- There does not appear to be legal guidance for school crossing guards.
- Louisiana does not features any readily available information on crossing guard guidance or training.
- The City of New Orleans has published a manual for crossing guards. This manual details that crossing guards in the city are required to pass mandatory training and also follow all MUTCD and city guidelines.

Other Info

- As of 2017, Louisiana has an active SRTS program. Details for this program are hard to find and seem to have no presence on the Louisiana DOT website.

Selected Links

- www.ltrc.lsu.edu/ltrc_09/pdf/Babin,%20Dennis2.pdf
- slideplayer.com/slide/2838484/#
- prc.tulane.edu/uploads/School_Crossing_Guard_Manual_2016_edition_FINAL-1482164226.pdf

Maine

Walking Route Maps

- There is no legal mandate requiring the creation of school walking route maps.
- The state government has not released official documents guiding schools on how to form walking route maps.
- In 2014, bikemaine.com provided a document called “Safe Routes to School Possibilities for Maine Schools” and walking route maps are mentioned.

Crossing Guards

- There does not appear to be any evidence that a government organization requires school crossing guards to be placed at necessary crosswalks.
- Maine has stringent requirements for adult crossing guards who are under the control of local law enforcement agencies. They must complete training that has been approved by the Department of Labor, Bureau of Labor Standards, in controlling vehicles on a public way.

Other Info

- Maine has a state-funded SRTS program, but it appears that few schools have participated in SRTS activities or have applied for state SRTS funding.
- The non-profit bicycle/pedestrian advocacy group, Bicycle Coalition of Maine, has several documents describing Maine’s SRTS program.

Selected Links

- legislature.maine.gov/legis/bills/bills_128th/chapters/PUBLIC132.asp
- legislature.maine.gov/legis/bills/bills_128th/billtexts/HP056501.asp
- www.bikemaine.org/our-work/education/youth-education/
- www.bikemaine.org/wp-content/uploads/2014/05/Safe-Routes-to-School-Possibilities-for-Maine-Schools.pdf

Maryland

Walking Route Maps

- There are no laws requiring the creation of school walking route maps.

Crossing Guards

- Maryland law requires that crossing guards be located based on an engineering study and where authorized by state or local laws.
- Crossing guards are under the jurisdiction of local law enforcement and the school board of each district.
- Crossing guards are not permitted to direct traffic in the same manner as a police officer.

Other Info

- A state-funded SRTS program exists.
- Nearly \$20.5 million has been awarded to bicycle and pedestrian projects as of 2017.

Selected Links

- www.roads.maryland.gov/Index.aspx?PageId=735
- www.saferoutespartnership.org/mid-atlantic/2017/maryland-approves-203-million-bicycle-and-pedestrian-safety-projects
- www.roads.maryland.gov/mmutcd/2011_Chapters_07D.pdf

Massachusetts

Walking Route Maps

- Massachusetts does not require schools to create walking route maps.
- There is no mention of the guidelines to create walking route maps for schools on the Massachusetts DOT website.

Crossing Guards

- There is a legal requirement for schools or local law enforcement to place school crossing guards in necessary locations.
- The Massachusetts DOT has published guidance on how crossing guards can legally act and should be trained.

Other Info

- Massachusetts was one of two pilot states when the SRTS program began in 1998.
- About 45 percent of elementary and middle schools participate in the program which is above the national average of 25 percent.

Selected Links

- www.massdot.state.ma.us/saferoutestoschool/AboutSafeRoutesToSchool.aspx
- www.mass.gov/files/documents/2017/11/24/crossing-guard-safety-bulletin-2017_0.pdf

Michigan

Walking Route Maps

- Michigan contains no laws requiring the implementation of school walking route maps.
- Michigan does provide guidelines on how to create a walking route map and on how to conduct a walking audit of the school.

Crossing Guards

- An engineering study must be completed to determine if an adult school crossing guard is necessary at any specific crossing.
- The training and supervision of crossing guards is the duty of local law enforcement.
- The times that crossing guards have jurisdiction is set by each individual district's superintendent of schools and the chief of law enforcement.
- Crossing guards have age, education, and uniform requirements.

Other Info

- Michigan has a state SRTS program. This program has served over 240 schools and awarded \$32 million to SRTS projects.

Selected Links

- saferoutesmichigan.org/about/
- www.michigan.gov/documents/mde/2009_Adult_Crossing_Guard_Manual_288047_7.pdf

Minnesota

Walking Route Maps

- There are no legal requirements for schools to provide walking route maps.
- The City of St. Paul has initiated a policy of encouraging SRTS programs at every school in the city. Walking route maps for each school is one of their major non-infrastructure goals.

Crossing Guards

- Minnesota does not appear to have passed any laws requiring the placement of school crossing guards at designated locations.
- The Minnesota DOT has published extensive guidance on the training of school crossing guards and provides training modules for crossing guards.
- There is no statewide legal obligation for training guards to complete any training.
- Minnesota Statute 169.21 states that it is “unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of a school safety patrol or adult crossing guard, while the member of the school safety patrol or adult crossing guard is directing the movement of children across a street or highway and while the school safety patrol member or adult crossing guard is holding an official signal in the stop position.”

Other Info

- Minnesota has an active SRTS program; a map at dot.state.mn.us shows all of the communities with SRTS engagement.

Selected Links

- www.dot.state.mn.us/saferoutes/index.html
- www.dot.state.mn.us/saferoutes/documents/mnsrts%20strategic%20plan%202015%20no%20appdx.pdfhttps://www.stpaul.gov/sites/default/files/Media%20Root/Public%20Work/s/FarnsworthAerospace_Final%20Draft.pdf
- www.dot.state.mn.us/mnsaferoutes/assets/downloads/MN_SRTS_CROSSING%20GUARD%20GUIDE.pdf
- www.dot.state.mn.us/mnsaferoutes/training/mncrossing%20guard%20training/crossing%20guards.html
- www.revisor.mn.gov/statutes/?id=169.21

Mississippi

Walking Route Maps

- There is no legal requirement for schools to create walking route maps.
- Mississippi provides a handbook, *Steps to Creating a Safe Routes to School Program*, that describes how to create an SRTS program. Details include how to develop a walking route map for a school.

Crossing Guards

- The design and implementation of a school crossing guard program is the joint decision of local law enforcement agencies and the County Board of Supervisors.
- The locations for crossing guards are to be chosen by a community partnership including law enforcement agencies, traffic engineering and planning departments, schools, and parents.
- Crossing guard training is the responsibility of the same groups listed above, excluding parents.
- The Mississippi DOT provides extensive guidance on how to set up a crossing guard training program and the minimum requirements that must be met.
- Crossing guards are obligated to be a watchful eye on the street, looking for unsafe drivers and pedestrians, unsafe street conditions, suspicious behavior, and reinforcing proper crossing methods for children.
- Guards need to wear a high visibility, retroreflective vest.

Selected Links

- msdh.ms.gov/msdhsite/_static/resources/3563.pdf
- healthisacademic.org/documents/CGFinal2_000.pdf

Missouri

Walking Route Maps

- There are no legal requirements for schools to provide walking route maps.
- Some cities, such as Springfield, have taken it upon themselves to have walking route maps published for all elementary schools in the entire city.

Crossing Guards

- There does not appear to be a legal requirement to place school crossing guards at specific locations.
- Missouri does not appear to have published any suggested training or guidance for schools to follow when employing crossing guards.
- Some cities, such as Springfield, have their own policy on crossing guard training, including criteria on where crossing guards should be used. “Crossing guards are provided by Securitas, a third-party provider, per an intergovernmental agreement between the City of Springfield and Springfield R-12 Public Schools.”
- An extensive manual on the operating procedures, standards, and placement of school crossing guards can be found on the City of Springfield’s government website.

Other Info

- Missouri has an active state-funded SRTS program.

Selected Links

- www.saferoutespartnership.org/about/mission
- www.springfieldmo.gov/2114/School-Safety
- www.springfieldmo.gov/DocumentCenter/View/2939
- www.springfieldmo.gov/DocumentCenter/Home/View/3073

Montana

Walking Route Maps

- There are no laws requiring schools to publish walking route maps.
- Montana DOT's Safe Routes Guidebook provides guidelines for establishing walking route maps.

Crossing Guards

- It does not appear that school crossing guards must be placed at necessary locations.
- Montana DOT has published guidelines for training crossing guards with specific operating procedures they must follow.
- In Montana, crossing guards are: not allowed to control traffic like a policeman, must be a district employee or adult member of the community, and wear reflective vest and use slow/stop paddle.
- There are certain training guidelines as well. Trustees of school district or the administration of a private school may organize or supervise school crossing guards under their authority.

Other Info

- An active federally funded SRTS program exists.
- Montana receives approximately one million dollars annually to build trails and paths near schools, enhance street crossings, and run educational programs that teach students safety while walking and bicycling.

Selected Links

- www.mdt.mt.gov/travinfo/bikeped/docs/SAFE-ROUTES-GUIDEBOOK.PDF
- www.saferoutespartnership.org/blog/update-montana-safe-routes-school-program
- opi.mt.gov/Portals/182/Page%20Files/Driver%20Education/TE%20Resources/Montana-Crossing-Guard-Training-Rules.pdf
- codes.findlaw.com/mt/title-20-education/mt-code-ann-sect-20-1-214.html

Nebraska

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.

Crossing Guards

- There does not appear to be any laws requiring the use of crossing guards at school crossings.
- On the Nebraska DOT webpage, a link is provided to the federal MUTCD that contains guidelines for the training and operations of school crossing guards.

Other Info

- Nebraska operates a SRTS program that is funded by the state and the federal governments.
- Their mission statement is to enable grade kindergarten through 8th grade students to walk and/or bike to school.

Selected Links

- dot.nebraska.gov/media/3455/ne-mutcd-2011.pdf
- dot.nebraska.gov/media/7539/partnership-handbook.pdf

Nevada

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.
- Nevada DOT recommends that schools build walking route maps and provides guidance on the subject.

Crossing Guards

- There does not appear to be any specific legal guidance with regard to Nevada crossing guard locations or the employment of crossing guards at school crossings.
- The City of Henderson uses All City Management Services to manage its Police Department crossing guard program for 24 elementary schools at 45 designated school crossings.

Other Info

- Approximately 175 schools participate in the federally funded SRTS program in Nevada.
- Over \$24 million has been spent as part of the Nevada SRTS program.
- About 18 percent of the funding dollars were spent on education/encouragement programs for students to walk or bicycle to school.

Selected Links

- www.cityofhenderson.com/police/traffic-bureau
- thecrossingguardcompany.com/crossing-guards/
- www.nevadadot.com/Home/ShowDocument?id=7219

New Hampshire

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.
- New Hampshire has an updated and thorough SRTS website. It has updates and photographs for recent SRTS infrastructure projects, and provides instructions for creating school route maps.

Crossing Guards

- There does not appear to be any specific legal guidance with regard to New Hampshire crossing guard locations.
- All crossing guards shown on the NHDOT website appear to be volunteers.

Other Info

- A state and federally funded SRTS is active in New Hampshire.
- Recently, Transportation Alternative Program grants totaling \$5.7 million were distributed to fund the creation of safer paths for children walking to school.

Selected Links

- www.nh.gov/dot/org/projectdevelopment/planning/srts/
- www.nh.gov/dot/org/projectdevelopment/planning/srts/news/wts_month_gorham.htm

New Jersey

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.
- New Jersey DOT does not appear to provide guidance on creating school walking route maps.

Crossing Guards

- Each local government is required to place crossing guards at specific school crossings.
- The New Jersey DOT provides standards for the choice of crossing guards, locations, training requirements, and equipment.
- Crossing guards may be appointed for no longer than one year.
- Training requirements include no less than 2 hours of courses and 20 hours of field instruction. This requirement may be waived by a police officer.
- The chief of law enforcement may position a school crossing guard on any street or highway during certain times of the school day and in the best interest of public safety.

Selected Links

- www.njcrossingguards.org/wp-content/uploads/2014/08/New-Jersey-Laws-and-Legislation1.pdf
- www.saferoutesnj.org/#
- www.nj.gov/transportation/about/press/2017/041117a.shtm

New Mexico

Walking Route Maps

- New Mexico does not require schools to provide walking route maps.
- The New Mexico DOT provides recommended guidelines for schools to create walking route maps.

Crossing Guards

- There does not appear to be laws requiring crossing guards to be placed at any school crossings.
- The New Mexico DOT encourages the use of crossing guards and the New Mexico Public Education Department mentions when schools should implement crossing guards as a safety measure under certain occasions (such as early releases).

Other Info

- A federally funded SRTS program is active in New Mexico.
- New Mexico has created a grade school curriculum-level pamphlet about SRTS for teachers to use when teaching students about traffic safety.

Selected Links

- www.publichealthlawcenter.org/sites/default/files/New%20Mexico%20%20C2%A7%2066-7-513%20Safe%20routes%20to%20school%20program.pdf
- lcps.k12.nm.us/wp-content/uploads/2013/04/Curriculum3-5Final2012.pdf
- lcps.k12.nm.us/wp-content/uploads/2013/04/NM-SRTS-Handbook-1.pdf
- webnew.ped.state.nm.us/wpcontent/uploads/2017/12/SHSB_Wellness.Policy.Guidance-Document.2017.pdf
- webnew.ped.state.nm.us/wpcontent/uploads/2017/12/SHSB_PlanningForSafeSchools_NM2017.pdf

New York

Walking Route Maps

- There are no laws mandating the creation of school walking route maps.

Crossing Guards

- Specific laws exist regarding the use of school crossing guards when the school crossing is located along a highway or freeway.
- There does not appear to be any state guidelines for schools to train their crossing guards.
- The City of New York trains its own crossing guards at their police academy.

Other Info

- A state and federally funded SRTS program is active in New York.
- The New York DOT is responsible for administering the SRTS program within state limits.
- The City of New York has its own SRTS program.

Selected Links

- www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/srts/srts-curriculum
- www.albany.edu/ihl/files/2briefing.pdf
- www1.nyc.gov/site/nypd/careers/civilians/school-crossing-guard.page
- www.dot.ny.gov/about-nysdot/faq/posting-speed-limit-within-a-school-zone

North Carolina

Walking Route Maps

- There are no laws mandating the creation of school walking route maps.

Crossing Guards

- Crossing guards are required to be placed at school crossings where an engineering study has confirmed that they are necessary without a traffic control device.
- Law enforcement agencies are responsible for recruiting and training school crossing guards.
- Crossing guards are only considered traffic control officers with proper training. They must have three hours of training under law enforcement supervision. Other parts of their training generally include a mix of on-site practice, presentation, and video.
- The school district or local law enforcement agency oversees the program, but it may be outsourced to private companies.

Other Info

- A federally funded SRTS program exists in North Carolina.
- The North Carolina SRTS website outlines their goals and activities.
- Wake County provides municipality information for cities within the state. This offers guidance and support for schools in the community to set up a Safe and Active Routes to School program.

Selected Links

- saferouteswakecounty.org/wp-content/uploads/2015/12/Resource_Helping_NC_students_cross_the_street.pdf
- connect.ncdot.gov/projects/BikePed/Documents/NCDOT_SRTS_Description.pdf
- saferouteswakecounty.org/wp-content/uploads/2015/11/WakeSRTS_AdvocatesForHealth_toolkit_11-2015.pdf

North Dakota

Walking Route Maps

- There are no laws mandating the creation of school walking route maps.

Crossing Guards

- There does not appear to be any official statewide legislation or guidance on training, placing, or operating school crossing guards.
- North Dakota State Highway Department conducted a study looking into issues concerning safety at school crossings in the 1990s. This study did not recommend school crossing guards, but it documented which schools wanted some of their own.

Other Info

- North Dakota's SRTS program is continuing with funding from TAP.

Selected Links

- theforksmo.files.wordpress.com/2017/02/school_crossing_study_report_w_text.pdf
- www.dot.nd.gov/divisions/localgov/docs/srts-bro.pdf

Ohio

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.
- Ohio DOT recommends that every elementary, middle, and high school complete a walking route plan.
- The City of Cleveland features an online list of 65 schools with walking route maps.

Crossing Guards

- Crossing guards are mandatory at specific school crossings. They are special law enforcement officers appointed by local law enforcement agencies.
- The local law enforcement agency is responsible for the selection, training, and supervision of its crossing guards.
- Student crossing guards are common at the discretion of the school districts where adequate traffic gaps occur frequently and adult crossing guards are not placed.

Other Info

- There is an active state and federally funded SRTS program in Ohio.
- The current 2019 budget is \$4 million.

Selected Links

- www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/STP%20Examples/ChagrinFallsSTP.pdf
- www.dot.state.oh.us/Divisions/Planning/SPR/bicycle/Documents/Final%20ODOT%20Active%20Transportation%20Plan%20Guide%2011-24-14.pdf
- www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/ActiveTransportation/BikeDesignation/2019%20SRTS%20Application%20Guidance%20-%20Updated.pdf
- www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/traffic/OhioMUTCD/Documents/2012_Part07_011312_Final_bookmarked.pdf

Oklahoma

Walking Route Maps

- There is no legal requirement for schools to provide walking route maps.

Crossing Guards

- Crossing guards are legally obligated to be stationed at school crossings during school speed zone times.
- School crossing guards must be appointed by the board of county commissioners.

Other Info

- Oklahoma receives federal funding to run a SRTS program.
- Oklahoma's SRTS website was last updated in 2013.

Selected Links

- www.ossba.org/wp-content/uploads/2015/11/2016-School-Law-book.pdf, pg. 894
- www.okladot.state.ok.us/srts/about.htm

Oregon

Walking Route Maps

- Oregon schools are not legally mandated to provide walking route maps.
- The state-funded SRTS program suggests creating walking and bicycling route maps for all elementary and middle schools as part of their mission.
- Oregon Revised Statutes (ORS 195.115) states that “city and county governing bodies shall work with school district personnel to identify barriers and hazards to children walking or bicycling to and from school.”

Crossing Guards

- Oregon does not appear to require crossing guards to be placed at school crossings.
- The legislature gives each school district discretion on where and when to place mandatory crossing guards. These decisions are left to school district boards.
- Oregon DOT provides guidance on training crossing guards and suggested standard operating procedures.
- Specific laws for drivers when encountering a school crossing guard is detailed in ORS 811.015.

Other Info

- Oregon has a state and federally funded SRTS program.
- Oregon DOT is responsible for acquiring funding from private and government sources and for determining which school districts will receive financial assistance.

Selected Links

- www.oregonlaws.org/ors/184.740
- www.oregonlaws.org/ors/184.741
- www.oregonlaws.org/ors/195.115
- secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3453
- www.oregon.gov/ODOT/Safety/Documents/SRTSActPlanTemplate.pdf
- www.oregonlaws.org/ors/339.655
- www.oregonlaws.org/ors/339.660
- www.oregonlaws.org/ors/811.015

Pennsylvania

Walking Route Maps

- Walking route maps are not required to be provided by schools in Pennsylvania. To receive federal SRTS funding, schools must prove that a plan has been made to create walking route maps.
- To participate in a walkability audit, a school must provide a school walking map for the SRTS resource office to use. The audit identifies the street conditions in the area surrounding the school, which is helpful information when applying for funding.

Crossing Guards

- In 1933, Pennsylvania required the board of supervisors of a township to appoint crossing guards at school crossings as requested by the school district board of directors.
- Either the school district, board of supervisors, or both will fund crossing guards.
- The local police department and school district superintendent are responsible for identifying locations where crossing guards are necessary.
- Local law enforcement agencies are responsible for training crossing guards.
- Pennsylvania DOT provides an annual one-day “train the trainer” focused on maintaining the effectiveness and efficiency of crossing guards.

Other Info

- A federally funded SRTS program is active in Pennsylvania.
- In the “Comprehensive Guide to Safe Routes to School in Pennsylvania”, instructions for setting up a new program are provided.

Selected Links

- www.penndot.gov/TravelInPA/Safety/SchoolResourcesAndPrograms/SafeRoutesToSchool/Documents/SRTS-Comprehensive-Guide-2013.pdf
- www.penndot.gov/TravelInPA/Safety/SchoolResourcesAndPrograms/SafeRoutesToSchool/Documents/SRTS-Comprehensive-Guide-2013.pdf
- www.legis.state.pa.us/cfdocs/legis/LI/uconsCheck.cfm?txtType=HTM&yr=1933&sessInd=0&smthLwInd=0&act=69&chpt=19&sctn=15&subsctn=0

Rhode Island

Walking Route Maps

- Rhode Island does not require schools to create walking route maps.

Crossing Guards

- There does not appear any laws mandating schools to provide crossing guards at school crossings.
- School systems in the state must provide flags, belts, apparel and devices to children acting in the capacity of school crossing guards. The materials must be visible day and night up to 300 feet with low beam headlights.
- Rhode Island DOT provides guidance with regard to the training and operating procedures that schools are encouraged to give to crossing guards.

Other Info

- There is a federally funded SRTS program in Rhode Island. This program actively addresses infrastructure and non-infrastructure projects throughout the state.

Selected Links

- www.ri.gov/press/view/10286
- www.saferoutespartnership.org/blog/update-rhode-island-safe-routes-school-program
- law.justia.com/codes/rhode-island/2009/title-16/chapter-16-2/16-2-31

South Carolina

Walking Route Maps

- Schools in South Carolina are not required to provide walking route maps.

Crossing Guards

- South Carolina requires crossing guards to be placed at school crossings.
- South Carolina DOT provides guidance on training crossing guards.
- The school district official is responsible for supervising crossing guards and making sure they are using a stop paddle and eye-catching clothing.

Other Info

- South Carolina's SRTS Resource Center closed at the end of 2017 due to funding limitations, and School Outreach Coordinators are no longer available.

Selected Links

- www.scsaferoutes.org/
- www.scstatehouse.gov/sess122_2017-2018/bills/3412.htm

South Dakota

Walking Route Maps

- There are no laws requiring the publication of school walking route maps.

Crossing Guards

- South Dakota does not appear to have established any statewide laws mandating the use of crossing guards at school crossings.
- South Dakota has not published any manuals or guidance for the implementation or training of crossing guards.
- No funds from the SRTS program may be used to train or hire school crossing guards.

Other Info

- There is no evidence that the SRTS program is active in South Dakota.
- The Public Health Law Center's 2014 study confirmed that there is a lack of information about SRTS in South Dakota.

Selected Links

- www.publichealthlawcenter.org/resources/safe-routes-school-50-state-review/sd
- www.saferoutespartnership.org/healthy-communities/policy-change/state-implementation
- sddot.com/news/Article.aspx?NewsId=13001

Tennessee

Walking Route Maps

- There are no laws requiring the publication of school walking route maps.

Crossing Guards

- There does not appear to be any legislation requiring crossing guards to be placed at school crossings.
- The state MUTCD contains regulations and guidelines for school crossing guards.

Other Info

- Tennessee received \$21 million for its SRTS program from 2005 to 2012.
- As of 2017, they were only funding mini-grant applications supporting the overall goal of safety education, encouragement, and enforcement programs.

Selected Links

- www.tn.gov/tdot/multimodal-transportation-resources/bicycle-and-pedestrian-program/safe-routes-to-school.html
- www.tn.gov/content/dam/tn/tdot/traffic-engineering/MUTCD_2009_Edition.pdf

Texas

Walking Route Maps

- There are no laws requiring schools to provide walking route maps.
- Several Texas SRTS projects have involved walking route map creation.
- There is no state sponsored guidance on how to create walking route maps for schools.

Crossing Guards

- Local authorities must designate a school crossing guard to work at a school crossing to direct traffic.
- Crossing guards must complete a statewide training course.
- There are laws dictating the selection process of crossing guards.
- Local laws describe how a municipality may outsource to a school to provide school crossing guards for a crossing outside that school's district.

Other Info

- There is a state and federally funded SRTS program active in Texas. This program sponsors non-infrastructure projects including the creation of walking route maps.

Selected Links

- ftp.dot.state.tx.us/pub/txdot-info/library/pubs/cit/srts_app_instructions.pdf
- www.saferoutespartnership.org/sites/default/files/pdf/Health_Evaluation_Feb_2010.pdf
- codes.findlaw.com/tx/transportation-code/transp-sect-600-004.html
- codes.findlaw.com/tx/transportation-code/transp-sect-542-501.html
- codes.findlaw.com/tx/transportation-code/transp-sect-541-001.html
- codes.findlaw.com/tx/local-government-code/loc-gov-t-sect-343-012.html

Utah

Walking Route Maps

- The Utah DOT is required to implement a program to provide walking routes to schools.
- Utah developed a Snap Software program and provided it to schools for free to allow them to create their own walking route maps. This tool was funded by UDOT through the use of SRTS and MAP-21.

Crossing Guards

- Crossing guards are required at school crossings featuring a school zone reduced speed, roundabout, or signalized intersection with a speed limit of 30 mph or higher.
- If a school is found to be lacking a crossing guard at a necessary location, they will lose their school zone reduced speed.
- Crossing guards in Utah must wear a vest, use slow/stop paddles, and not direct traffic in law enforcement regulatory sense.
- The local jurisdiction must supply, regulate and train school crossing guards.
- The Utah DOT provides extensive guidance for the training and operations of school crossing guards.

Other Info

- Utah has a state and federal SRTS program.
- A bill was passed in March 2019 that allowed the allocation of an additional \$500,000 to the SRTS program by the DOT. This bill (HB 208) requires the Department of Transportation to implement a program to provide safe routes to school.

Selected Links

- le.utah.gov/~2019/bills/static/HB0208.html
- www.bikeutah.org/blog/2019/2/18/2019-legislative-update
- saferoutes.utah.gov/
- www.udot.utah.gov/main/uconowner.gf?n=13751603628472054
- www.saferoutespartnership.org/sites/default/files/pdf/SNAP-article-5-18-10.pdf
- le.utah.gov/xcode/Title41/Chapter6A/41-6a-S303.html
- www.udot.utah.gov/main/uconowner.gf?n=8656619982458274

Vermont

Walking Route Maps

- There are no laws requiring schools to publish walking route maps.
- The SRTS website for Vermont and the Vermont DOT does not mention walking route maps or instructions on how to implement them.

Crossing Guards

- There does not appear to be any laws requiring the placement of crossing guards at school crossings.
- The Vermont Agency of Transportation recommends but does not require that crossing guards be present at times where crossing activity by students is occurring.

Other Info

- There is a federally funded SRTS program active in Vermont.

Selected Links

- saferoutes.vermont.gov/
- vtrans.vermont.gov/sites/aot/files/highway/documents/ltf/Crossing%20Treatment%20Guidelines%20January_2015.pdf

Virginia

Walking Route Maps

- There is no legislation requiring schools to provide walking route maps.
- The City of Harrisburg, as an example, does provide a list of school walking route maps.
- The City of Alexandria provides walking maps for any school that commits to SRTS projects.

Crossing Guards

- Virginia laws allow uniformed crossing guards to control traffic at marked school crossings.
- Crossing guards supplied by their local school division use hand-held stop signs.
- Virginia DOT provides guidance and training programs for schools to train their own crossing guards.

Other Info

- A federally funded SRTS program exists for Virginia. It includes an active and updated website with instructions and guidance on how to create SRTS projects for school districts and local governments.

Selected Links

- www.virginiadot.org/programs/ted_Rt2_school_pro.asp
- www.harrisonburgva.gov/safe-routes-school-maps
- www.alexandriava.gov/localmotion/info/default.aspx?id=11552
- law.lis.virginia.gov/vacode/title46.2/chapter8/section46.2-834/
- www.virginiadot.org/business/resources/TED/final_MUTCD/2013_sup/Revision_1_Part_7_Schools.pdf

Washington

Walking Route Maps

- Washington requires walking route plans for every elementary school that has students who walk to or from school.
- These plans take into account traffic, and limit crossings to only one entrance and exit from each block around schools.
- The maps are distributed with instructions to parents or guardians of the students at the beginning of the year.

Crossing Guards

- Crossing guards must be placed in locations that are identified by school officials and/or a safety advisory committee that are approved by local traffic engineering authorities.
- Unlike many states, students may be crossing guards as well as adults.
- The placement of crossing guards starts at locations identified by school officials and/or safety advisory committee, and then to local traffic engineering authorities to see if there are other options available.
- The superintendent of each school district is responsible for determining the school crossing guard policy and operation. This can be delegated to a school employee or safety committee.

Other Info

- Washington State DOT has a state funded SRTS program.
- At funded locations, student walking and biking, on average, has increased by 20 percent.

Selected Links

- apps.leg.wa.gov/WAC/default.aspx?cite=392-151-025
- www.wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm
- apps.leg.wa.gov/WAC/default.aspx?cite=392-151

West Virginia

Walking Route Maps

- There is no legislation requiring the formation of walking route maps for schools.

Crossing Guards

- There does not appear to be any requirements for crossing guards to be placed at school crossings.
- West Virginia DOT provides a link to the federal SRTS program crossing guard guidelines on their website.
- It is unclear whether or not the federal standards for crossing guards are enforced in West Virginia.

Other Info

- A federally funded SRTS program is active in West Virginia.
- Its “SRTS Program Guidelines and Application Package / Manual” provides instructions for a starting a program.

Selected Links

- transportation.wv.gov/highways/programplanning/planning/grant_administration/Documents/SafeRoutesToSchool.pdf
- guide.saferoutesinfo.org/pdf/crossing_guard_guidelines_web.pdf

Wisconsin

Walking Route Maps

- Walking route maps are not required by Wisconsin law to be created for schools.

Crossing Guards

- Wisconsin gives the responsibility to the governing body of any city, village, town, or county to provide for the appointment of adult school crossing guards at locations deemed necessary by them.
- Wisconsin DOT provides extensive guidance on the training of crossing guards and the laws that crossing guards and vehicles must follow at designated school crossings.

Other Info

- A federally funded SRTS program exists in Wisconsin, but the main SRTS brochure link is no longer functional.

Selected Links

- wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/aid/safe-routes/toolkit.pdf
- wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/safe-routes/default.aspx
- docs.legis.wisconsin.gov/statutes/statutes/349/II/215

Wyoming

Walking Route Maps

- There are no laws for schools to provide walking route maps.
- Wyoming DOT strongly suggests that maps be created for all elementary and junior high schools, with the school, law enforcement, and traffic officials responsible for the creation and enforcement of any walking route map policies.
- Wyoming DOT provides extensive guidance on creating walking route maps and advises that they be reviewed annually with the help of frequent field reviews.

Crossing Guards

- Wyoming legislation requires that adult crossing guards be placed at all designated school crossings during times when schools are operating. They must also be placed at all signalized school crossings used by elementary and junior high students.
- Wyoming strictly follows the federal MUTCD for training crossing guards and laws surrounding their use.
- Wyoming crossing guards may also assist students under special situations including complicated walking paths, high vehicular speeds, or heavy vehicular turning movements.

Selected Links

- www.dot.state.wy.us/files/live/sites/wydot/files/shared/Traffic%20data/Ped_Manual_Final_1-14-14.pdf
- www.dot.state.wy.us/files/live/sites/wydot/files/shared/Traffic%20data/Ped_Manual_Final_1-14-14.pdf