

**CITY OF LOS ANGELES**  
**INTER-DEPARTMENTAL MEMORANDUM**

Date: June 4, 2025

To: The Honorable City Council  
c/o City Clerk, Room 395  
Attention: Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager   
Department of Transportation

Subject: **CROSSING GUARD DEPLOYMENT METHODOLOGY UPDATE (CF 23-0304)**

**SUMMARY**

As directed in Council File (CF) 23-0304, this report provides an update to Los Angeles Department of Transportation's (LADOT) Crossing Guard Deployment Program, including an overview of the current program and proposed metrics to launch a data-driven program that prioritizes the highest-need schools.

**RECOMMENDATIONS**

That the City Council, subject to concurrence by the Mayor:

1. APPROVE LADOT's recommended safety prioritization methodology for the Crossing Guard Deployment Program;
2. DIRECT the LADOT General Manager to deploy crossing guards to the locations prioritized by the new methodology for school year 2025-2026.

**BACKGROUND**

As outlined in CF 23-0304, the Los Angeles Administrative Code (LAAC) tasks LADOT with the deployment of crossing guards throughout the City of Los Angeles (City) to assist children traveling to and from school, and grants the General Manager the authority to designate school crossings where crossing guards shall be assigned. Under the current program, school principals request specific locations, LADOT evaluates the requested location and assesses prevailing conditions, and, if deployment is warranted according to the evaluation, the General Manager directs the deployment of crossing guards based on the availability of resources.

Under the current request-based system, LADOT analyzes and prioritizes individual requested locations based on the type of traffic control for each crosswalk and other roadway factors used in previous evaluations, including the number of lanes, vehicle and pedestrian volumes, and speed limit. While this approach allows LADOT to respond to crossing guard requests with a data-driven approach and prioritize limited resources, placement is based solely on requests in which LAUSD identifies and submits new locations to LADOT for evaluation. This inherently limits deployment to those locations that are requested, and may not address safety concerns at locations that have not been requested, and

therefore not assessed. To date, the City has not conducted a comprehensive assessment of all schools to determine which locations are most suitable, or have the highest need for crossing guard services.

In December 2024, Council directed LADOT to report with recommendations for an updated crossing guard deployment methodology. This report provides recommendations to update LADOT’s crossing guard deployment to a methodology that evaluates school safety more broadly, and more equitably distributes crossing guard services where the need is highest, not just where they have been requested. This new holistic approach will more effectively integrate crossing guard services into LADOT’s overall school safety efforts.

**DISCUSSION**

Every day in Los Angeles, thousands of children walk, bike, and ride to school. LADOT is dedicated to ensuring these students reach their destinations safely, no matter how they choose to travel. LADOT’s School safety treatments include speed humps, quick-build intersection safety enhancements, “no right turn on red” restrictions, 15 miles-per-hour slow zones, and the deployment of crossing guards.

School Safety Prioritization

In August 2024, the City Council approved LADOT’s prioritization methodology used to identify schools for the installation of select school safety treatments (CF 23-0306). The methodology includes indicators related to equity, safety, lack of infrastructure, and mode split (i.e., percent of students walking/biking to school). Table 1 below summarizes the approved school safety treatment prioritization method. LADOT applies this methodology to identify and prioritize school locations, then to identify the appropriate school safety treatment(s) to address issues of concern. Using this methodology, LADOT ranked approximately 1,100 schools in the City of Los Angeles.

**Table 1: School Safety Treatment Prioritization Methodology**

<b>Indicator</b>	<b>Description</b>	<b>Weight</b>
Safety	Collision data	55%
Equity	Community Health & Safety Index	20%
Lack of Infrastructure	Presence of sidewalk along route to school	15%
Mode Split	Percent of students that walk or bike to school	10%

To better integrate crossing guard services into the City’s overall approach to improving school safety, LADOT recommends applying the same methodology and school ranking to identify elementary school locations and make guard assignments.

Crossing Guard Criteria

Using the prioritized list of elementary schools, LADOT will identify priority intersections for crossing guard deployment based on its existing criteria to prioritize requested intersections for crossing guard

assignments, detailed in Attachment A. Using these criteria, LADOT will apply its existing tiered criteria to assign crossing guards based on intersection type:

1. Uncontrolled marked crosswalks
2. Traffic signal control or crosswalks across uncontrolled turning paths
3. All-way Stop Sign control, partial Stop Sign control, or locations with “Pedestrian Hybrid Beacons”
4. Railroad crossings
5. Pedestrian Tunnels

LADOT will assess intersections meeting the above criteria that fall within 1,000 feet of each school, as recommended by the Manual on Unified Traffic Control (MUTCD) for prioritizing other school safety treatments. LADOT will then look at the following information to best identify what crossings should be recommended to support with a crossing guard: crosswalk type, number of lanes that approach the crosswalk, the prevailing speeds of the intersecting roadways, and the volume of school age pedestrians entering the crosswalk. By combining the Council-approved methodology to prioritize schools for safety treatments, and the tiered assessment of locations most suitable to crossing guard services, LADOT can identify which school-adjacent intersections are assigned crossing guards based on available resources. This safety data-driven approach will replace the request-based system to deploy crossing guards where they are needed most.

#### Crossing Guard Assignment

Crossing guards are deployed within each Parking Enforcement Area and cannot be assigned outside their area. To make assignments, LADOT will sort the prioritized list of schools by enforcement area, identify the priority intersections, and deploy guards based on available guards within each Parking Enforcement Area. Based on existing resources, it is likely that crossing guard assignments will allow for staffing at as many schools with uncontrolled crossings as possible. Should there be additional crossing guard availability, LADOT will assess the list of prioritized schools for additional crossing types based on the tiers above.

Per LAAC, any elementary school principal may request that the General Manager assign a Crossing guard to a specific location. However, in order to be assigned a guard the location must meet the specified criteria and deployment will be made based on available staff resources. LADOT will consider any requests in the context of this new methodology and assign them where feasible. Given limited resources, it is unlikely LADOT will be able to expand crossing guard service to requested locations in addition to serving the highest need school intersections identified through this new methodology. To meet any unmet demand for crossing guards, schools can develop and administer their own school volunteer program. Upon request from a school principal, LADOT can train school volunteers to provide services that augment the crossing guard program at additional locations.

#### Next Steps

By relying on one school prioritization methodology for all school safety efforts, but applying distinct treatment eligibility criteria based on the individual treatment, LADOT can address school safety more comprehensively and better distribute its efforts. By integrating crossing guard deployment into these broader school safety efforts, LADOT will ensure guards are assigned where they are most needed.

In order to implement this new methodology at the beginning of the 2025-2026 school year, LADOT will:

1. Identify elementary schools in the prioritized list of 1,100 schools within the City of Los Angeles
2. Sort prioritized elementary schools by Enforcement Area
3. Identify priority intersections within a 1,000 foot radius of each elementary school
4. Assign crossing guards to as many priority intersections as possible
5. Communicate assignments to LAUSD and Council Districts

If a school location is not a good fit for a crossing guard or speed hump, it may also be identified for treatments such as “No Right Turn on Red,” interim curb extensions, or other similar quick-build treatments based on specific feasibility criteria for those treatments. Schools with adjacent roadways that meet the criteria under AB645 for automated speed enforcement may also be selected for that program. Collectively, these measures aim to enhance safety at schools throughout the City.

#### **FISCAL IMPACT**

No impact to the General Fund is anticipated with this action.

LRC:TC:cr

### **Attachment A: Crossing Guard Ranking Methodology**

#### Tier 1: Uncontrolled Crosswalks

- Highest number of approach lanes entering the crosswalk
- Highest speed limit
- Highest volume of school-age pedestrians using the crosswalk

#### Tier 2: Signal Controlled Crosswalks or Partial Stop Control/Uncontrolled Right Turn Lanes

- Locations with unprotected left turns through the crosswalk
  - Highest number of opposing through lanes for the left turn into the crosswalk
  - Highest speed limit for opposing traffic, parallel street, or street making a left turn through the crosswalk
  - Highest volume of school-age pedestrians using the crosswalk
- Locations without unprotected left turns through the crosswalk
  - Highest volume of school-age pedestrians using the crosswalk

#### Tier 3: All-Way Stop Control or Partial Stop Control or Pedestrian Hybrid Beacon (HAWK)

- Highest number of approach lanes entering the crosswalk
- Highest volume of school-age pedestrians using the crosswalk

#### Tier 4: Railroad crossing

- Highest volume of school-age pedestrians crossing the tracks

#### Tier 5: Pedestrian Tunnel

- Highest volume of school-age pedestrians using the tunnel