

**MEETING SUMMARY
CITY OF CARROLLTON
TRAFFIC ADVISORY COMMITTEE
December 11, 2023**

Committee Members Present

Debbie Hughey
Carlie Moe
David Yarbrough
Casey McElroy
Anand Gandhi
Barbara McAninch
Cindy Bowen Black
Joanna Thompson

Committee Members Absent

Anika Chowdhury
Austin Waugh

Staff Members and City Officials

Tom Hammons – Engineering
Carmella Flemming – Engineering
Roger Wheeler - Engineering

- 1. Call to Order**—Debbie Hughey called the meeting to order at 7:00P.M.
Due to the absence of a quorum at the October 9, 2023 Traffic Advisory Committee meeting, the Meeting Summary for September 11, 2023 could not be approved.

The meeting summary of the **September 11, 2023** TAC meeting was reviewed by the Committee members. A motion to approve the Meeting Summary as written was made by Casey McElroy. David Yarbrough seconded the motion. All in favor. Vote was unanimous.

The meeting summary of the **October 9, 2023** TAC meeting was reviewed by the Committee members. A motion to approve the Meeting Summary as written was made by David Yarbrough. Debbie Hughey seconded the motion. All in favor. Vote was unanimous.

- 2. Fall 2023 School Crossing Guard Summary (Roger Wheeler)**

Roger Wheeler explained that the crossing guard summary is completed twice a year, once during the Spring and once during Fall semester. The evaluation provides an opportunity to assess the current school crossing guard locations and determine if they still meet minimum requirements. In addition, traffic volume counts and site visits by Engineering Department staff were made to determine if any substantial changes in operational conditions have

occurred. This information was evaluated, and the school crossing guard index (SCGI) value was determined, which is one of the criteria necessary to retain a school crossing guard.

Mr. Wheeler reported that the pedestrian surveys for the existing school crossing guard locations were conducted during the week of September 11 – 15, 2023. Roger completed a review of the School Crossing Guard Index and explained that the majority of rankings have not changed drastically from Spring of 2023. Changes in the SCGI rankings are due to an increase or decrease in the number of children crossing, and updates to the traffic volumes. The minimum SCGI threshold, per department policy, to merit a crossing guard is seven (7). In addition, each location must average a minimum of ten (10) crossings daily. During the Fall count all twenty-seven (27) locations met the minimum SCGI value, however the pedestrian crossing at N. Denton Drive and Keller Springs Road/Whitlock Lane did not meet the required minimum crossings per day.

Mr. Wheeler discussed the Crossing Guard probation and removal policy, explaining that prior to removal a location is required to fail to meet minimum standards for both the fall and spring semester within the same school year, and the removal process is only completed in the summer months when school is not in session. He also explained the notification process to the school and parents when a school crossing guard location is placed on probation.

During the December 11, 2023 Traffic Advisory Committee meeting, the committee requested staff provide the cost factor related to the annual salary of Crossing Guards. Mr. Wheeler reported the city currently has 34 Crossing Guards, covering 27 locations at a rate of \$25.83 per hour. At the current rate, the yearly crossing guard budget is \$316,159.00.

Mr. Wheeler explained that Twenty-six (26) of the Twenty-seven (27) current locations meet the criteria for assignment of school crossing guards. The crossing of N. Denton Drive and Keller Springs Road/Whitlock Lane did not meet the minimum crossing requirement. Therefore, staff will recommend that the crossing of N. Denton Drive and Keller Springs Road/Whitlock Lane be placed on Probationary Status. This location serves the Good Elementary School Crossings. A letter was sent to Principal Agueda Paredes notifying the school of the results of the Fall 2023 School Crossing Guard Summary, and informing them that staff will be recommending the location be placed on probation status. The remaining 26 current locations are recommended to remain on active status.

In addition, Mr. Wheeler provided an update on last semester's School Crossing Guard evaluation. The intersection of Josey Lane at Branch Hollow was placed on probationary status due to having a combined average of 4.0 pedestrians crossing per day. However, this semester they had an average of 10.8 crossings, meeting the minimum of ten (10) daily.

Staff recommends that the crossing of Denton at Keller Springs/Whitlock be placed on Probationary Status. The remaining 26 current locations are recommended to be reinstated or remain on active status.

Discussion amongst the committee included, evaluation procedures for the existing School Crossing Guard locations, Crossing Guard removal policy, and notification to schools prior to removal of School Crossing Guards. In addition, they discussed the procedure to request a new School Crossing Guard location, and the reestablishment of a School Crossing Guard at a previously removed location.

David Yarbrough made a motion to approve staff's recommendations to place the crossing at Denton at Keller Springs/Whitlock on probation, and the remaining 26 locations to be reinstated or remain on active status. Casey McElroy seconded the motion. All in Favor. Vote was unanimous.

3. Arterial Streetlight Prioritization (Roger Wheeler)

Roger Wheeler explained that the Engineering Department periodically prioritizes construction of arterial street lighting based on available funding. The November 2022 Bond Fund approved \$1,500,000 over the 5 year lifespan of the bond program which necessitated reevaluation of the Arterial Streetlight Prioritization List. He stated that Arterial streetlight projects are prioritized on major thoroughfares based on the potential for lighting to improve safety along the corridor.

Roger explained that potential arterial street light projects are prioritized using the Street Light Benefit Factor. The formula includes a comparison of nighttime to daytime accidents rates over a 3 year period, as well as a benefit factor that combines nighttime accidents and nighttime traffic volume. In addition, the construction cost of Streetlight projects is a factor, informing the committee that the Plano Parkway LED Streetlight Project cost approximately \$550,000 per mile.

Mr. Wheeler stated that based on evaluation of potential benefits of street lighting, staff considered the streetlight benefit factor and segment characteristics of the top ten ranked street segments. Roger completed a detailed review of the top five street segments, Trinity Mills (Marsh to Midway/East City Limits), Sandy Lake Road (PGBT to I35E), Belt Line Road (Luna to I35E), Luna Road (Belt Line to Broadway), and Trinity Mills (Josey to Kelly (North Side Only). Indicating these segments have a high amount of industrial areas and explained that previous prioritization of arterial streetlights was focused in areas with residential and commercial characteristics.

Mr. Hammons provided historical information on the streetlight program, indicating the Traffic Advisory Committee's preference has been the selection of arterial streetlights on streets adjacent to residential areas, not industrial.

Mr. Wheeler indicated in selecting a segment for recommendation, staff considered the streetlight benefit factor and segment characteristics. Trinity Mills (Marsh to Midway/East City Limits) is being recommended for construction as it ranks highly in both nighttime volume and nighttime accidents. This street segment has both multifamily and commercial developments. Being at the eastern city limits, this segment is also a gateway into Carrollton. Staff Recommends the installation of street lighting along Trinity Mills (Marsh to Midway/East City Limits), during fiscal year 2023. The construction cost for this project is estimated to be \$413,000.

Discussion amongst the committee included, daytime and nighttime accidents and traffic volumes for the street segments on the arterial streetlight prioritization list, and ranking factors between residential and the non-residential streets. They discussed the characteristics, speed, and volume of traffic related to the two segments of Trinity Mills, (Marsh to Midway/East City Limits, and Josey to Kelly North Side Only), and the selection of one or both street segments for construction.

In addition, the committee discussed the current budget of \$1,500,000. Inquiring about the time limits for use of the bond funds, fluctuation in current and future construction costs, and the projected timeframe for completion of construction

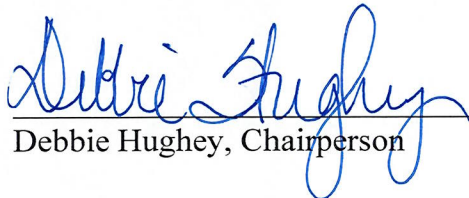
Barbara McAninch made a motion to approve staff's recommendation for the installation of arterial streetlights along Trinity Mills (Marsh to Midway/East City Limits) during the fiscal year 2023. Casey McElroy seconded the motion. All in Favor. Vote was unanimous.


4. Other Business (Debbie Hughey)

Tom Hammons advised the committee that there are not currently any items for January TAC.

Casey McElroy made a motion to adjourn. Anand Gandhi seconded the motion. All in favor. Vote was unanimous.

5. Adjourned – Meeting adjourned at 8:00 PM.


Debbie Hughey, Chairperson


Tom Hammons
Transportation Engineer
Division Manager