

**MEETING SUMMARY
CITY OF CARROLLTON
TRAFFIC ADVISORY COMMITTEE
November 11, 2019**

Committee Members Present

Jason Carpenter
Alejandro Arrieta
Fawaz Anwar
Mike Gavin
Carlie Moe

Committee Members Absent

Travis Ward
Toby Knighton
Michael Stapp
Howard Saltzman

Staff Members and City Officials

Tom Hammons – Engineering
Sandra Quiros – Engineering
John Romberger – Engineering
Roger Wheeler - Engineering

- 1. Call to Order** – Jason Carpenter called the meeting to order at 7:00 P.M.
- 2. Approval of minutes for May 13, 2019.** The meeting Summary of the May 13, 2019 TAC meeting was not available as of the date of this meeting as a result of the Cyber-Attack.
- 3. Fall 2019 School Crossing Guard Summary and Locations (Roger Wheeler)**

Roger Wheeler explained that the crossing guard index summary is completed twice a year, once during the fall and once during spring 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 counts and site visits by Engineering Department staff determine if any substantial changes in operational conditions have occurred. This information is evaluated and a school crossing guard index (SCGI) value is determined, which is one of the criteria necessary to retain the school crossing guard and school zone, the other being a total of ten (10) students crossing per day. Pedestrian surveys for each of the existing school crossing guard locations were conducted in September 2019 along with school zone traffic volumes for the locations where data was older than 2017.

Mr. Wheeler explained the minimum School Crossing Guard Index threshold, based on Engineering Department Policy, to merit a crossing guard is seven (7). In addition to meeting the SCGI Threshold, each location must average a minimum of ten (10) crossings during the AM and PM crossing periods, combined. If the crossings do not meet the minimum SCGI value or the ten students crossing, the location will be placed on probation for a minimum of one school year (2 semester), before it would be subject to removal.

Twenty-six (26) of the twenty-seven (27) current locations meet the criteria for assignment of school Crossing guards. The Frankford at Standridge crossing only had 7.6 crossings per day which is significantly below the minimum requirements. Therefore, staff recommends that the crossing of Frankford at Standridge be placed on Probationary Status, and noted that if this location is ultimately removed, an alternative crossing location at Frankford and McCoy would provide for safe crossing. The remaining 26 locations were recommended to remain in active status.

Discussion amongst the committee members included factors that cause a reduction in student crossings as in the case of Frankford at Standridge. Staff explained that generally student crossings decline at a location due to aging demographics in the neighborhood. In addition, the process of reestablishing the school crossing guard if the demographics changed was discussed.

Charlotte Thomas, Principle at Rainwater Elementary School addressed the committee. She spoke to her concerns for the students who currently use the crossing guard if it's removed. Tom Hammons explained that probation does not mean that the crossing guard will be removed, it will remain in place through the rest of the school year. He indicated that a notification letter would be sent to the school, advising them that the crossing guard would be placed on probation and subject to removal if it doesn't have the crossings in the spring.

Michael Gavin made a motion to approve staff's recommendation that the crossing of Frankford at Standridge be placed on Probationary Status, and that the 26 remaining locations remain on active status. Carlie Moe seconded the motion. The committee voted 5-0 in favor.

4. Belt Line at Hutton Signal Update (John Romberger)

John Romberger stated that on an annual basis the Engineering Department Staff reviews intersections throughout the city and develops a signal prioritization list that includes locations where a traffic signal is desirable. During the May 2019 Traffic Advisory Committee meeting, the intersection of Belt Line at Hutton Drive was selected for signal design and coordination with the railroad to determine the feasibility and approximate cost to construct a signal.

John reiterated that this intersection has unique challenges to signalize due to a spur railroad crossing through the intersection, which serves the Valwood Business Park, and that preliminary engineering plans have been created to identify major design considerations. He provided proposed cost estimates to signalize the intersection, and the potential for additional cost associated with railroad requirements.

John indicated that concurrent with the signal plan design, staff has been working with DART on the new Silver Line Rail Project. The initial concept plans from DART, show that they will be working in the intersection, and there is the possibility that coordinating the signal work with the work on the Silver Line connector could reduce the cost for Carrollton to signalize the Belt Line and Hutton intersection.

Staff is expecting the first set of plans for the Silver Line construction by the end of the year, and will update TAC again early next year once additional information is available regarding the design and construction of the DART Silver Line, and any potential cost savings with the signal.

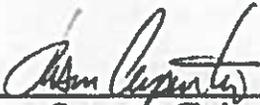
Discussion amongst the committee members included, the possible cost savings by coordinating the Belt Line at Hutton Signal upgrade with DART's improvement to the railroad corridor and infrastructure for the Silver Line Rail Project. In addition, Tom Hammons explained the impact of the rail line being shared with Fort Worth & Western Railroad who has the rail rights west of I35E. Mr. Hammons also provided construction updates on two intersections, Prairie Drive at Hebron Parkway and Arbor Creek at Josey, previously approved by the Traffic Advisory Committee for signal installation. He indicated that moving forward with the Belt Line at Hutton Drive signal design and installation would be determined based on the final plans from DART.

5. Other Business (Jason Carpenter)

Tom Hammons advised the committee that a meeting in December was possible, but it would probably be in January.

Fawaz Anwar made a motion to adjourn. Mike Gavin seconded the motion. All in favor. Vote was unanimous.

6. Adjourned - Meeting adjourned at 7:45 PM.



Jason Carpenter, Chairperson



Tom Hammons
Transportation Engineering
Division Manager