



NCTCOG PRESENTATION

Crossing Guards Regional Issues and Needs Coordination

9.28.2023

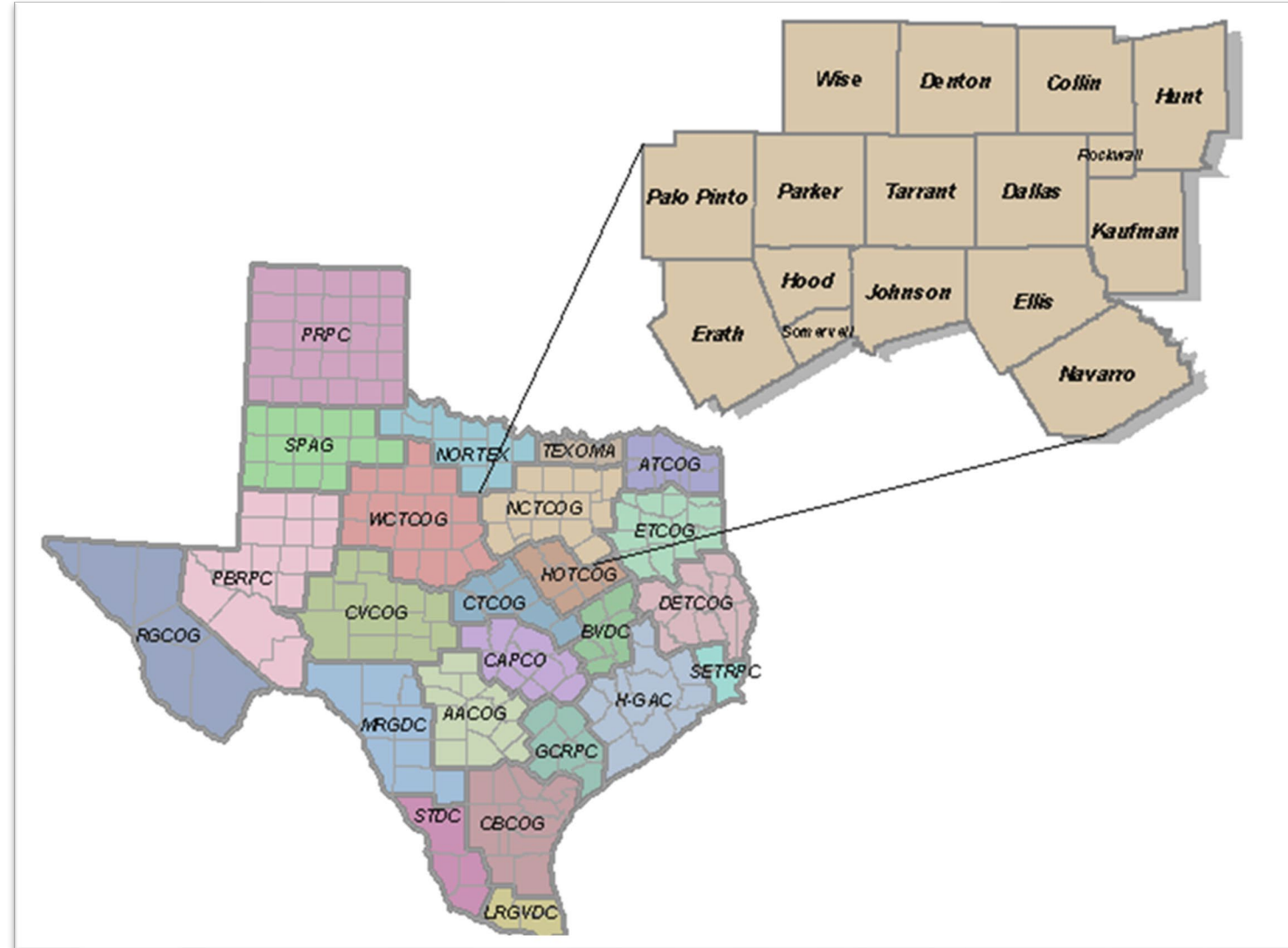


What Is NCTCOG?

A voluntary association of local governments established in 1966

228 member governments including:

- ✓ 16 counties
- ✓ 169 cities
- ✓ 19 school districts
- ✓ 24 special districts



- Why are we here? The Problem
- Current Requirements and Guidance
- Survey of Cities and Independent School Districts (ISDs)
- Current Examples
- Next Steps, Questions, and Feedback

Agenda



Why are we here?

Request at a Bicycle and Pedestrian Advisory Committee meeting:

- ✓ Assistance with methods for crossing guard establishment

Gain better understanding of current challenges and methods used.

- ✓ “Can we figure out how everyone does this? What is their process?”

Gain input on assistance needed and possible next steps.



The Problem

State requires crossing guard placement but doesn't specify methods

MUTCD guidance unclear

Uncertainty about how to:

- Establish crossing guards

- Determine placement and number of crossing guards



Texas Crossing Guard Requirements

Texas Transportation Code Ch. 542.501

Cities have power to designate crossing guards and zones

Texas Transportation Code Ch. 600.004

Cities can authorize crossing guards if guard has completed training

Texas Local Government Code Section 343.014

Cities should determine number and need of crossing guards:

at public, parochial, or private elementary or secondary schools

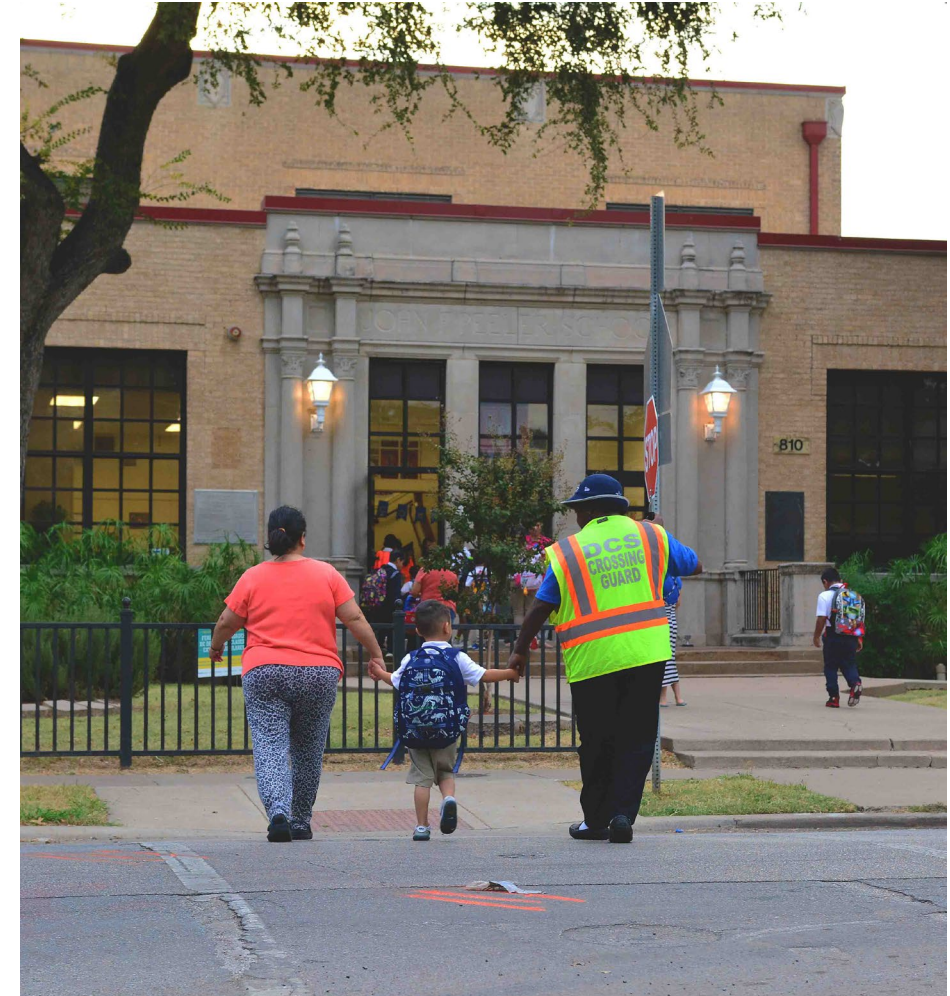
must consider recommendations of schools & traffic safety experts



Crossing Guard Guidance

FHWA Manual on Uniform Traffic Control Devices (MUTCD)

- ✓ Crossing guards establish a “safe gap” in traffic for children to cross.
- ✓ 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.”
- ✓ Purpose of study: identify the frequency and adequacy of gaps of traffic allowing children to cross, to determine crossing guard need.



Survey

Purpose:

Learn about current methods/processes used and need for assistance

Sent to STTC, BPAC, and RSAC committees; ISD superintendents; city planning and public works directors

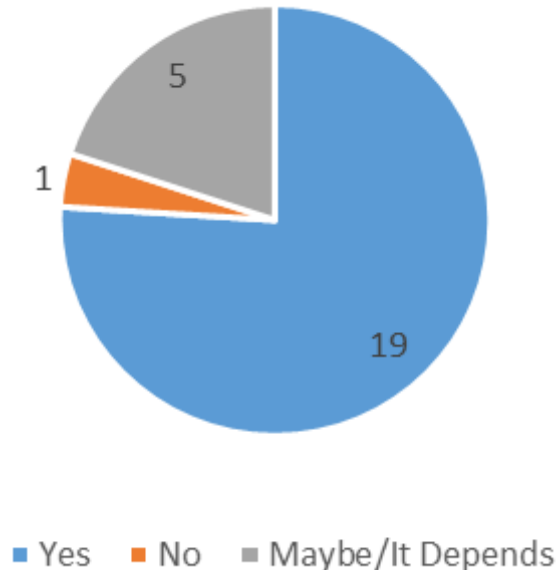
25 responses received

14 cities, 9 ISDs, 1 transit agency, 1 charter school

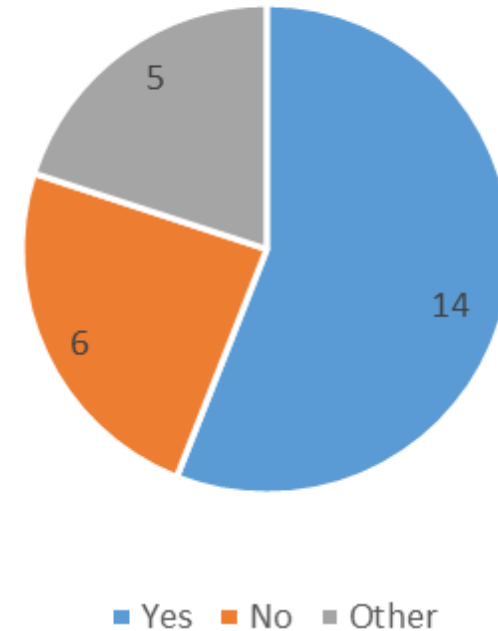


Survey Results

Interest in Regionally Consistent Process for Crossing Guard Determination

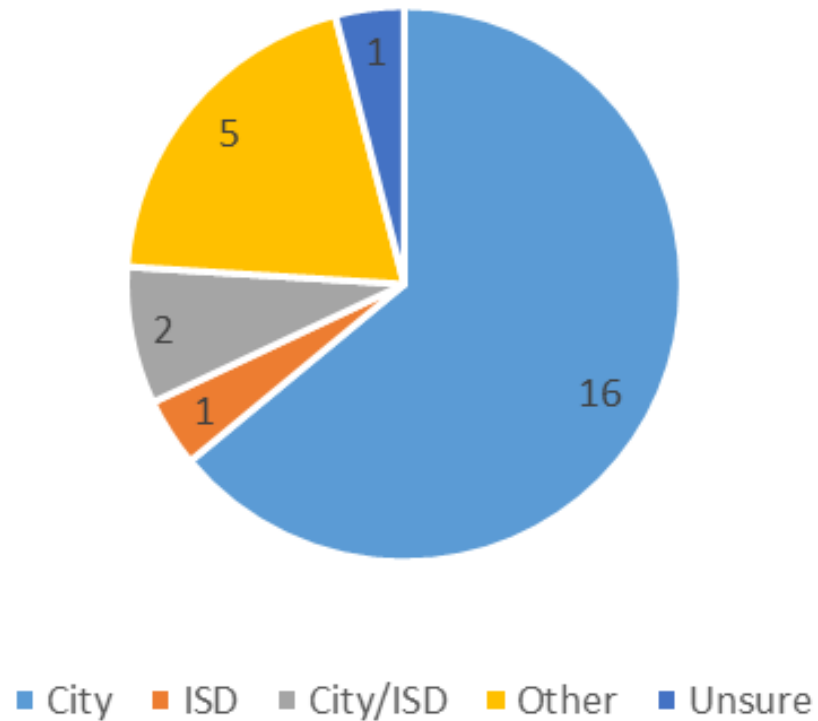


Need for New/Updated Crossing Guard Process

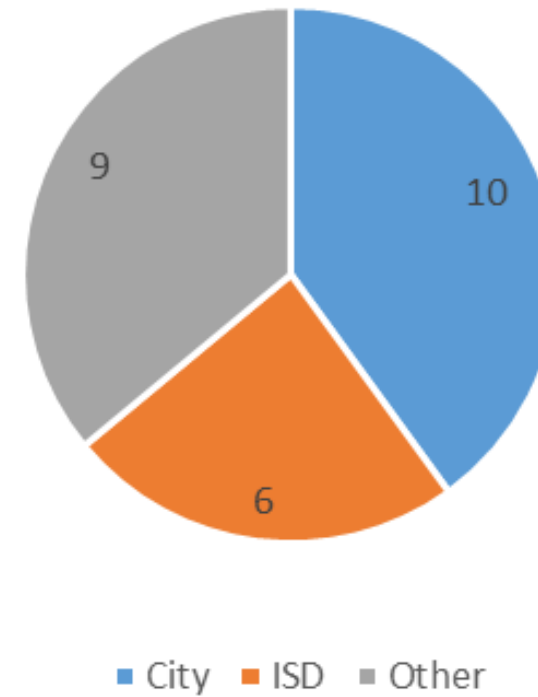


Survey Results (cont.)

How are crossing guards funded?

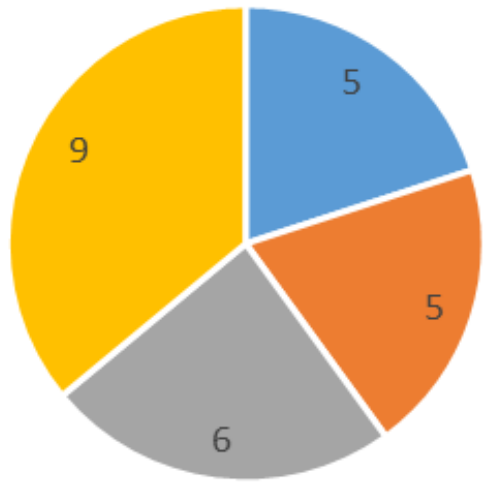


Who manages crossing guard operations?



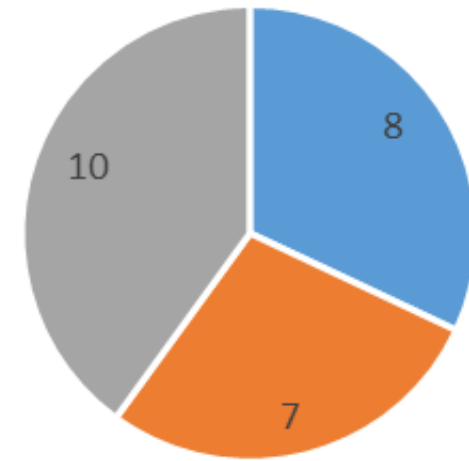
Survey Results (cont.)

Who/what department at your municipality is responsible for evaluating crossing guard needs?



■ Transportation ■ Engineering ■ Police ■ Other

Is there a process in place for members of the public to request crossing guards?



■ Formal ■ Informal ■ None



Survey Key Takeaways

Management and Funding

Most funding through city government

Variety of entities managing – cities/ISDs/other

Variety of departments managing – transportation/engineering/police/other

Methods

Criteria for need/placement

Minimum number of students crossing

Width of roadway crossed

Speed of traffic

Emphasis on whether and where vs. how many

Interest in updated and/or regionally consistent methods





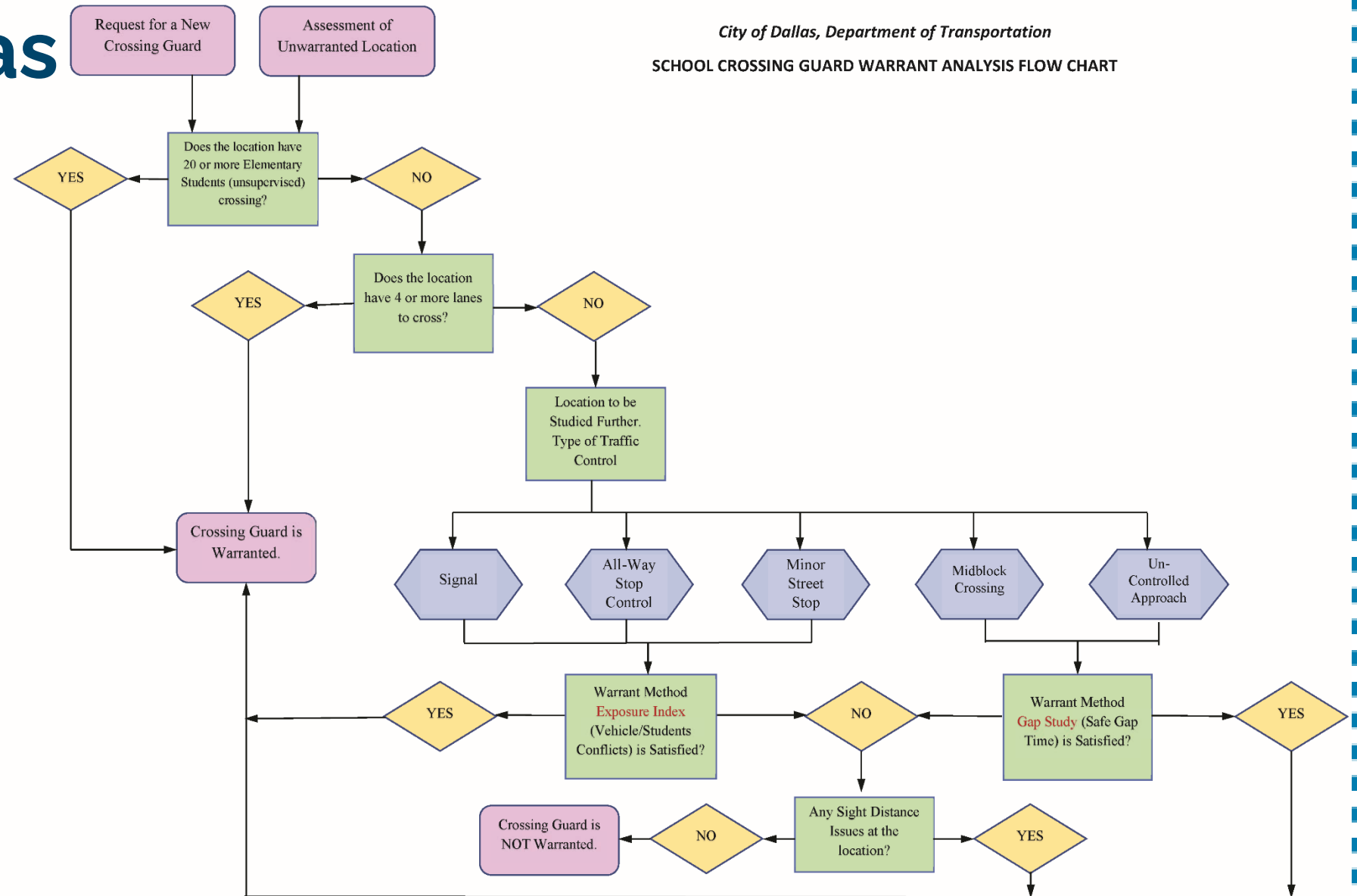
CURRENT EXAMPLES

City of Dallas

City of Dallas, Department of Transportation
SCHOOL CROSSING GUARD WARRANT ANALYSIS FLOW CHART

Criteria for crossing guard establishment:

- ✓ 20 or more students, or
- ✓ Crossing 4 or more lanes, or
- ✓ Exposure Index or Gap Study
- ✓ Elementary only



City of Allen

50/50 financial split between AISD and City of Allen for crossing guard salaries

Criteria for crossing guard establishment

- ✓ Minimum of 20 students
- ✓ 3 traffic safety surveys
- ✓ Elementary schools

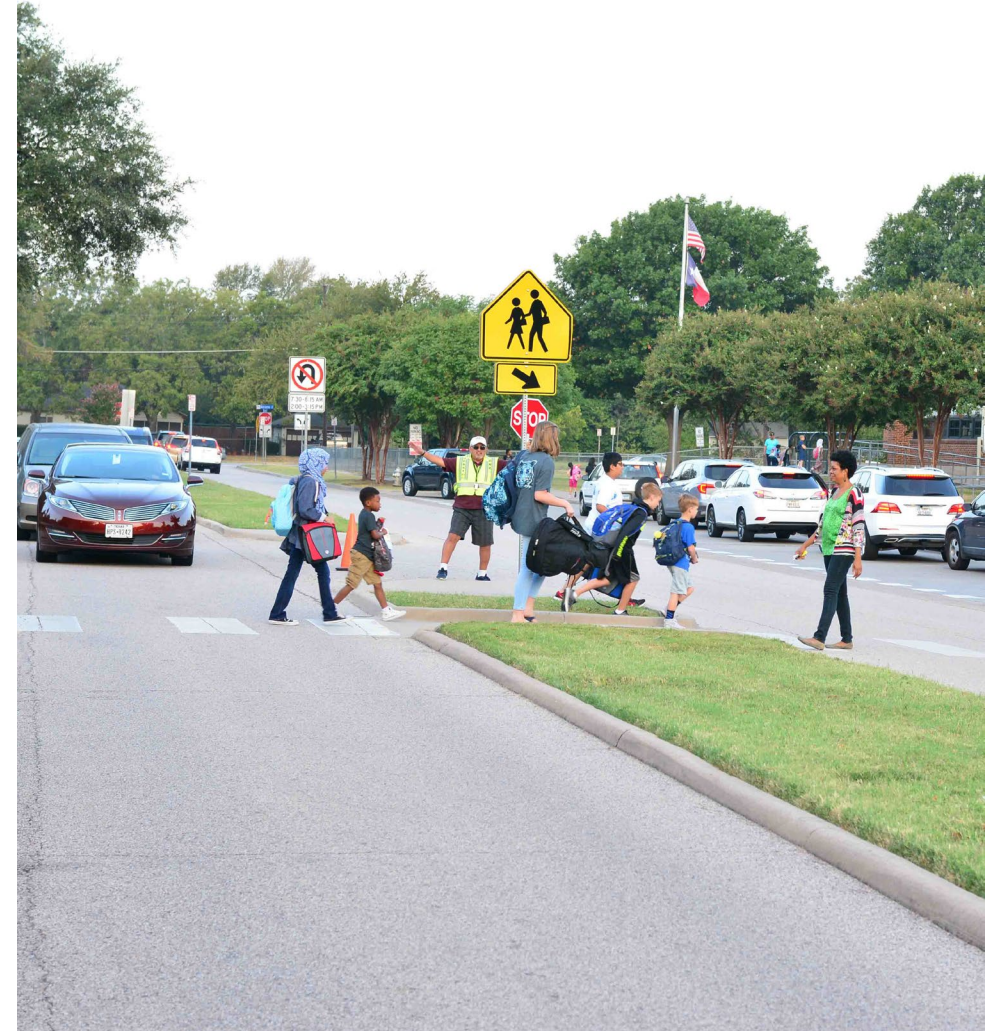


City of McKinney

Pedestrian Exposure Rating Index

- ✓ Age
- ✓ Number: 5 min
- ✓ Traffic control
- ✓ Speed
- ✓ Street characteristics: 26 ft wide min
- ✓ Traffic volume
- ✓ Land use
- ✓ Stopping distance

Considers number of guards needed in Index output



Next Steps

Gather feedback

Conduct additional outreach

Develop plan for approach and report back later this year



Questions And Feedback

What works well or doesn't work well with your current systems?

What is the average cost of operating crossing guards and how do you determine who pays?

Is there interest in a regionally-consistent process?

✓What do you see as the pros and cons?

Is there interest in some other type of technical assistance?

Are there any other experiences with crossing guard implementation you would like to share?



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