

**MEETING SUMMARY  
CITY OF CARROLLTON  
TRAFFIC ADVISORY COMMITTEE  
April 11, 2016**

**Committee Members Present**

John P. Denholm III  
Peter Sharrow  
Sam Courtney  
Howard Saltzman  
Robin Chavez

**Committee Members Absent**

Michael Gorman  
Elayne Fairchild  
Joe Dewey

**Staff Members and City Officials**

Tom Hammons – Engineering  
John Romberger – Engineering  
Sgt. Gordon Putnam – Carrollton Police Department

1. **Call to Order** – John Denholm called the meeting to order at 7:02 P.M.
2. **Approval of minutes for March 14, 2016.** The meeting Summary of the **March 14, 2016** TAC meeting was reviewed by Committee members. A motion to approve the Meeting Summary as written was made by Peter Sharrow. Seconded by Sam Courtney. All in favor. Vote was unanimous.
3. **Signal Prioritization for Fiscal Year 2016 - 2017 (John Romberger)**

John Romberger stated that on an annual basis the Engineering Department Staff evaluates possible signal locations throughout the city, based on signal warrants in the Manual on Uniform Traffic Control Devices (MUTCD), as well as input from residents and City Staff. These warrants utilize traffic and pedestrian volumes, delay and crash data to assess the operational conditions of potential traffic signal locations. Staff collects traffic counts and evaluates crash data at each location. Once a location has met one of the eight signal warrants, a more detailed evaluation is conducted.

Potential traffic signal locations are prioritized using a point system that assigns values based on each of the signal warrants, intersection characteristics, and number of correctable accidents over a three year period of time, distance from an adjacent signal, and the proximity of a location to a hike and bike trail or railroad crossing.

He further explained the signal warrant criteria and that two separate intersection lists are maintained. One list contains prioritized signal locations that meet at least one signal warrant and are desirable candidates for signal installation. This is the “Signal Prioritization List”. The other list “Warranted Only” contains all other intersections that have been evaluated, meet at least one of the signal warrants, but are considered an undesirable location at the current time for signal installation. The determination of which list a potential

location is assigned to is based on City Staff evaluation and engineering judgment. In addition, he presented a review of prioritized signal locations for Fiscal Year 2016-2017.

John Romberger explained that during the FY 2016-2017, we will be able to construct two new or reconstructed signals. The highest ranked intersection on the Signal Prioritization list is Keller Springs Drive at Carmel Drive. This intersection is less than 300 feet from the Purple Trail crossing, and had eleven correctable accidents in the past three years.

The second highest ranked intersection is Marsh Lane and Marsh Ridge; however observation at this intersection does not indicate significant congestion at this time due to non-conflicting primary traffic movements.

The third highest ranked intersection on the Signal Prioritization list was Quail Creek Drive and Hebron Parkway. This intersection meets several warrants for a traffic signal based on vehicular traffic. The intersection had four reported correctable accident in the past three years.

John Romberger stated that in addition, the location of Marsh Lane at Stonehenge Lane (entrance into Trafalgar Square Townhomes) was revaluated this year with new traffic counts on Stonehenge obtained in March 2016. He provided historical information including improvements previously made to the intersection, concerns of the residents, results of the accident history report, traffic delay and pedestrian studies, but this location did not meet any of the traffic signal warrants that are necessary for it to be considered for traffic signal installation.

Staff recommended that a new signal be installed at the intersections of Keller Springs at Carmel and Hebron Parkway at Quail Creek Drive during Fiscal Year 2016-2017.

Discussion amongst the committee members included, the factors that determined the selection of Hebron Parkway and Quail Creek compared to some of the other intersections that were close in ranking based on the MUTCD and other criteria, how higher traffic volume based on future growth could be estimated at intersection(s) for planning future signal installation, the scoring impact of additional trail crossing points within 300 feet of an intersection, the enforcement of "Do Not Block" intersection signage, and the difference between traffic conditions being presented by city staff and the residents of Trafalgar Square.

Residents Peter St. Charles 3113 Squireswood, Eric Dion 3209 Squireswood Drive, Jim Hayworth 3105 Stonehenge Lane, George Walker 3230 San Sebastian, Mitchel Vuckovich, 3214 Squireswood Drive, James Kapantais, 3217 Stonehenge Lane, Ellen Ogden 3201 Stonehenge, Barbara Goins, 3116 San Sebastian, and Diane Stevens 3226 Stonehenge Lane, addressed the committee. They spoke about safety concerns related to the current traffic condition at Stonehenge and Marsh Lane. They expressed concerns regarding high speeds, the increase in vehicular and pedestrian traffic on Marsh Lane making it difficult to enter and exit the Trafalgar Square Townhome complex during peak hour traffic, and the need for additional traffic control enhancements in the intersection for increased safety.

Jim Baker, 2206 Burgundy and Jim Rogers, 2104 Belclair Drive addressed the committee regarding the proposed traffic signal at Keller Springs and Carmel Drive. Mr. Baker expressed his position against the installation of the proposed traffic signal, requesting an explanation as

why the intersection was initially placed on the Signal Prioritization List, and what factors contributed to it being ranked number one.

Mr. Rogers spoke to safety concerns related to the high speed and visibility of oncoming traffic on Keller Springs making it difficult to exit off from Carmel to Keller Springs, and expressed his position in favor of installation of the traffic signal.

Peter Sharrow made a motion to approve staff's recommendation that a new signal be installed at the intersection of Keller Springs at Carmel Drive during the Fiscal Year 2016-2017. Robin Chavez seconded the motion. All in Favor. Vote was unanimous.

Robin Chavez made a motion to approve staff's recommendation that a signal be installed at the intersection of Hebron Parkway at Quail Creek during the Fiscal Year 2016-2017. Sam Courtney seconded the motion. Vote was 2-3 (Sharrow and Denholm opposed, Saltzman abstained). Motion failed.

Additional discussion amongst the committee members included a review of data related to the next two intersections on the prioritization list, Rosemeade at Cemetery Hill and Hebron Parkway at Furneaux Lane, to determine what if any additional measures could be taken to reduce the correctable accidents at these locations. The construction of Old Denton Road at H-Mart Driveway and future construction at Old Denton Road at Hebron Parkway near the Walmart/Kroger Driveway were discussed. The committee also discussed the process for moving a location from the "Warranted Only" list to the "Prioritized Signal Locations" list, and the selection of a second location for the installation of a new signal in the Fiscal Year 2016-2017.

John Denholm made a motion that a signal be installed at the intersection of Rosemeade at Cemetery Hill during the Fiscal Year 2016 – 2017. Robin Chavez seconded the motion. Vote was 3-2 (Courtney and Saltzman opposed). Motion passed.

#### **Other Business (John Denholm)**

Tom Hammons announced we will have a meeting in May to discuss the Spring 2016 Crossing Guard Index, and the signal prioritization procedures can be revisited by the committee in the fall.

Howard Saltzman made a motion to adjourn. Peter Sharrow seconded the motion. All in favor. Vote was unanimous.

#### **4. Adjourned** – Meeting adjourned at 9:25

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John Denholm, Chairperson

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Tom Hammons  
Transportation Engineering  
Division Manager